



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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A WESTERN ENTERPRISE.

The settlement and development of the great Western states has led to the establishment of many manufacturing enterprises, whose growth has kept pace with that of the country from which they have derived their support. As a general rule such concerns have made their name by taking up some agricultural implement specialty, and only occasionally do we find a large company that has had the nerve to take up a branch of manufacturing that has been conceded to belong to the older and more distinctively manufacturing states of the East.

Indeed it was but a short time ago that we heard a grain man remark: "There isn't an engine made west of Ohio that is fit to be used." But Western buyers are beginning to appreciate Western manufacturers more, and are convinced that an enterprising New Englander or Ohioan may establish himself in business out West and still sustain the reputation for good workmanship and honest material that belonged to him in the East.

The Frost Manufacturing Company was established in 1855 in Galesburg, Ill., and in a very modest way commenced business with a horse as motive power, which was sufficient to drive the lathe and drill press which constituted their entire outfit at that time. The growth of the business to its present proportions has been steady and uninterrupted, until now they have one of the largest plants of the kind in the West, facing on four streets, and including in its equipment the latest and most improved tools known to the trade.

They make engines of all sizes, both center draft and side draft—but all of them horizontal, and each is subjected to a severe test, under actual steam pressure, before leaving the works. In their new boiler shop just completed, they have placed heavy punching and shearing machines and a set of large bending rolls, which enable them to make steel boilers up to sixteen feet in length from two plates only—having their steel rolled to order for them for boilers of all sizes. Their foundry is large and airy, and fitted up with cranes, tracks, etc., and capable of turning out from ten to twelve thousand pounds of castings daily.

In addition to their engine and boiler trade, they make a full line of pulleys, shaftings, elevator boots, spouts,

etc., etc., both for steam and horse power houses, and their catalogue includes everything used in and around an elevator.

Being advantageously located on the main line of the C., B. & Q. R. R. and of the Chicago extension of the Santa Fe Railway, they have excellent shipping facilities in every direction.

We bespeak for them a liberal share of the patronage of the grain trade of the West.

WHEAT TICKETS.

The "wheat ticket" has hitherto played an important

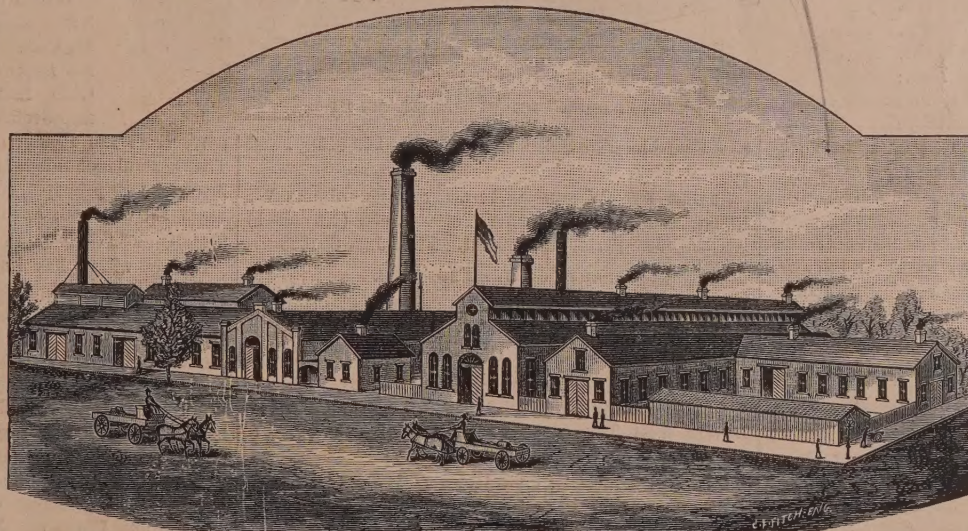
part, presumably to the Pillsbury mills at Minneapolis. Prodell and Cheatham demanded the wheat of Ehle, and threatened an indictment, but he replied that the Pillsburys took it and he could not help it. The Pillsburys were notified, and replied in a letter dictated by C. A. Pillsbury, that Prodell and Cheatham had no legal claim against them, and refused to pay. The Pillsburys denied that they got the wheat, but admitted that they got 83,425 bushels of wheat out of that elevator, or all but 420 bushels that was shipped from it. They also denied that they had any interest in the elevator. Ehle says that the Pillsburys got the Prodell wheat, but as this part of the case never came to trial, the difference of testimony was not settled.

An action was commenced against Ehle & Co. and against Pillsbury & Co., and came up for trial before Judge Buckingham. The court decided that the plaintiffs were not entitled to recover from the Pillsburys, but could recover from Ehle. As the latter had nothing, the plaintiffs appealed to the supreme court regarding the liability of Pillsbury & Co. As a result of this decision some of the banks in Southern Minnesota are refusing to advance money on wheat tickets; for, of course, no one will lend money on collateral when the collateral can go out of the hands of the custodian without the lien following it. The question will excite a good deal of interest all over the West, where grain tickets are

regarded as being quite as good as bonds or currency.

A new variety of wheat, called the Fulcaster, has three grains abreast, and promises large yields.

Since the opening of the northern line of steamers to China, there has been an effort on the part of Oregon millers to secure a large portion of the flour trade with the Orient which California millers have been enjoying. As shipments of flour from this port to China the past cereal year aggregate 370,748 barrels, against 368,183 barrels the preceding season, it does not appear as though very serious inroads had yet been made on the flour business of this port with Asia. Total shipments of flour from San Francisco for the past twelve months were 852,687 barrels, and for preceding twelve months 998,312 barrels. Flour shipments to Great Britain for the season just ended were 221,959 barrels, and for previous season 373,282 barrels.



WORKS OF THE FROST MANUFACTURING CO. AT GALESBURG, ILL.

part in the commercial life of the Northwest. In fact, it has been about as much respected as a national bank note; and while such tickets have occasionally been forged, this has not occurred oftener than good money has been counterfeited, and the value of a genuine wheat ticket has never been questioned. A case is now on trial in the Minnesota courts which may shake popular faith in the reliability of the wheat ticket.

The facts in the case are as follows: The elevator at Renville was in 1886 and part of 1887 run in the name of Ehle & Co., and was known as a Pillsbury elevator. Chas. Prodell, a farmer in that vicinity, during the fall of 1886 stored about 411 bushels of wheat in the elevator, receiving tickets therefor. The price of wheat was low, and not wishing to sell, but needing money, he borrowed from John Cheatham, giving him the wheat ticket as collateral security. In June, 1887, Ehle failed, but in the meantime all of the wheat had been shipped at the eleva-

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THE "RACINE" HEAVY WAREHOUSE MILL.

The machine illustrated on this page was designed expressly for the grain mixers in Milwaukee and at their request. So well pleased were they at its performance that this machine has now been in satisfactory use there for the past six years, the different establishments using about sixty of them.

The machine is built very heavy and strong, with a view to durability, having an inch and a half shaft running in heavy iron babbitted boxes with brass oil cups, and eccentric, with connecting rod and shake irons. The whole of the machine, where the grain comes in contact with it, is covered with sheet iron. The framework is made extra strong and heavy, securely bolted together with iron rods.

One of the special features of this machine is a device for keeping the screen clean and from filling up with seeds, grain, etc. Every grain man will recognize the value of such an improvement, as the clogging of screens is not only an annoyance, but interferes with the proper screening of the grain.

The machine is provided with six-inch tight and loose pulleys, and is run at a speed of from 375 to 400 revolutions per minute. When the machine is wanted for horse power, the manufacturers furnish their Patent Governor Pulley, which regulates the speed when the horse slacks or starts up suddenly. The capacity of the machine is from 300 to 600 bushels per hour. It occupies small space, and is sold at a very reasonable price. Among the prominent grain handlers who purchased this machine the past year are St. Anthony and Dakota Elevator Co., Minneapolis, Minn.; Red River Valley Elevator Co., Minneapolis, Minn.; Farmers' Union Elevator Co., Minneapolis, Minn.; Farmers' Mutual Elevator Co., Minneapolis, Minn.; Minnesota and Dakota Elevator Co., Minneapolis, Minn.; Cargill Bros., Minneapolis, Minn.; Geo. H. Christian & Co., Minneapolis, Minn.; Minneapolis & Pacific R. R. Co., Minneapolis, Minn.; C. C. Wolcott & Co., Minneapolis, Minn.; A. D. Mulford & Co., Minneapolis, Minn.; Northern Pacific Elevator Co., Fargo, Dak.; Brooks Bros., Grand Forks, Dak.; H. Brass & Co., Grand Forks, Dak.; Hunting & Co., McGregor, Iowa, and many individual firms too numerous to mention. The manufacturers offer to send these separators to any parties wanting such a machine as is here described, and guarantee satisfaction. We would advise our friends among the grain men and millers who desire to learn more about this separator to write to MESSRS. JOHNSON & FIELD, Racine, Wis., who, we have no doubt, will be very glad to give prices and full particulars promptly on application.

MANITOBA ELEVATOR CAPACITY.

The lack of elevator room in which to store the immense crop of wheat harvested in Manitoba last season, with its resulting losses, has evidently taught our Canadian friends a lesson. This year will witness a great boom in elevator building in that section of the country. Either two elevators or an elevator and an annex, will be erected at Fort William, Man., by the Canadian Pacific Railway Company, each having a capacity of 1,300,000 bushels. Messrs. Ogilvie & Co., of Winnipeg, are erecting an elevator at Glendora, and will put up two more, one at Plum Coulee and another at Pilot Mound. The three will have a combined capacity of 105,000 bushels. A new elevator in course of erection at Deloraine will have a capacity of 24,000 bushels, and one at Kenmay of 30,000 bushels. Applications for elevator sites have been received at Crystal City, Traperne, McGregor, High Bluff and Burnside, stations on the main line of the Canadian Pacific Railway. Elevators will probably be erected at Whitewater, Killarney, Cartwright and La Riviere. Two elevators are assured for Alexander, each with a capacity of 25,000 bushels. It is estimated that the total elevator capacity this year will amount to at least 3,000,000 bushels.

On the Pacific coast 33,000,000 sacks are used in moving the grain crop.



Issued on June 12, 1888.

BALING PRESS.—Ephraim C. Sooy, Kansas City, Mo. (No model.) No. 384,294. Serial No. 232,913. Filed March 29, 1887.

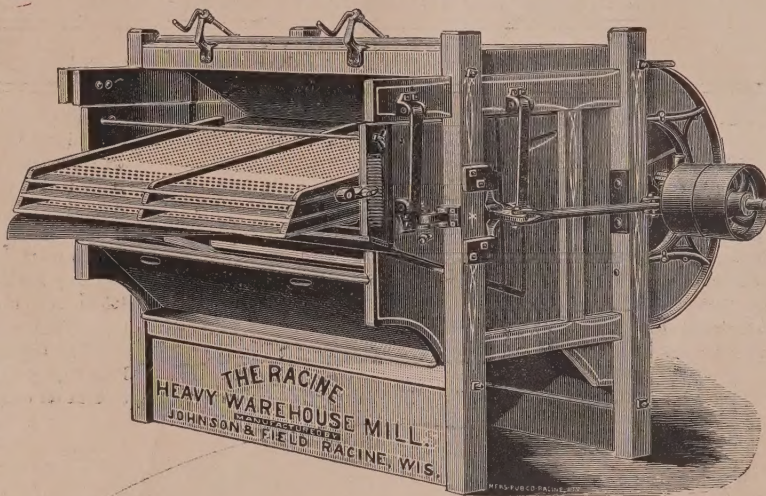
FLEXIBLE GRAIN PIPE.—Thomas W. Emery, Minneapolis, Minn. (No model.) No. 384,352. Serial No. 251,483. Filed Oct. 4, 1887.

CAR STARTER.—Henry R. Keller, New Orleans, La., assignor by direct and mesne assignments, of two-thirds to Wm. H. Belt and Oliver B. Sansum, same place. (No model.) No. 384,368. Serial No. 256,917. Filed Dec. 3, 1887.

BELT FASTENER.—Hjalmar Elmlblad, Chicago, Ill. (No model.) No. 384,434. Serial No. 251,016. Filed Sept. 29, 1887.

BAG HOLDER.—Wm. F. Lewis, Washington, D. C. (No model.) No. 384,454. Serial No. 263,596. Filed Feb. 10, 1888.

BELT FASTENER.—Willard N. Packer, Cleveland, Ohio.



THE "RACINE" HEAVY WAREHOUSE MILL.

(No model.) No. 384,465. Serial No. 269,844. Filed April 6, 1888.

SCALES FOR WEIGHING RAILWAY CARS.—James W. Ballard and Harvey L. Fisher, Toledo, Ohio. (No model.) No. 384,495. Serial No. 259,841. Filed Jan. 5, 1888.

Issued on June 19, 1888.

MAGNETIC SEPARATOR.—M. Holroyd Smith, Halifax, County of York, England. (No model.) No. 384,645. Serial No. 253,765. Filed Oct. 29, 1887. Patented in England Aug. 9, 1887. No. 10,893.

AUTOMATIC WEIGHING MACHINE FOR GRAIN.—DeWitt West, Tampico, Ill. (No model.) No. 384,657. Serial No. 253,934. Filed Oct. 31, 1887.

COTTON SEED CLEANER.—James L. Weatherhead and James S. Cochran, Philadelphia, Pa. (No model.) No. 384,803. Serial No. 259,613. Filed Jan. 3, 1888.

GRAIN SEPARATOR.—Frederick Melkersman, St. Charles, Mo. (No model.) No. 384,861. Serial No. 258,336. Original application filed July 16, 1887. Serial No. 244,528. Divided, and this application filed Dec. 19, 1887.

GRINDING MILL.—Gandenzio Zonca and Guiseppe Bella, Venice, Italy. (No model.) No. 384,949. Serial No. 243,983. Filed July 11, 1887. Patented in Italy Aug. 20, 1885, XXXVII, 101.

Issued on June 26, 1888.

BALING PRESS.—George W. L. Meyer and Thomas J. Sutphen, Indianapolis, Ind., assignor of one-third to John C. Ertel, same place. (No model.) No. 384,993. Serial No. 259,691. Filed Jan. 3, 1888.

GRAIN METER.—George H. Kamman, Champaign, Ill. (No model.) No. 384,983. Serial No. 256,883. Filed Dec. 3, 1887.

AUTOMATIC GRAIN WEIGHING AND REGISTERING AP-

PARATUS.—Le Roy C. Tryon, Marseilles, Ill. (No model.) No. 385,024. Serial No. 262,446. Filed Jan. 30, 1888.

GRINDING MILL.—Milo J. Althouse, Waupun, Wis. (No model.) No. 385,035. Serial No. 236,193. Filed April 26, 1887.

GRAIN CLEANER.—Joseph S. Ash, Canal Winchester, Ohio, assignor of one-half to Charles B. Cowan, same place. (No model.) No. 385,036. Serial No. 228,679. Filed Feb. 24, 1887.

BALING PRESS.—Wm. F. Shafer and George W. Shafer, Rich Hill, Mo. (No model.) No. 385,207. Serial No. 256,899. Filed Dec. 3, 1887.

Issued on July 3, 1888.

BALING PRESS.—Abram Jarrard, Woburn, Ill. (No model.) No. 385,355. Serial No. 267,708. Filed March 19, 1888.

HORSE POWER.—Albert R. Vary, Marshall, Mich. (No model.) No. 385,392. Serial No. 246,752. Filed Aug. 11, 1887.

GRAIN SEPARATOR AND GRADER.—Elijah N. Pugh, Willis, Kan. (No model.) No. 385,427. Serial No. 201,299. Filed May 6, 1886.

MACHINE FOR WEIGHING GRAIN.—Louis H. Solon and John McMahon, Mendota, Ill. (No model.) No. 385,552. Serial No. 266,297. Filed March 6, 1888.

GRAIN SEPARATOR.—Edwin C. Manning, Washington, D. C. (No model.) No. 385,563. Serial No. 257,901. Filed Dec. 14, 1887.

BELTING.—Timothy Gingras, Buffalo, N. Y. (No model.) No. 385,613. Serial No. 253,488. Filed Oct. 27, 1887.

OFFICIAL CROP REPORT FOR JULY.

The Department of Agriculture makes the July general averages of condition of crops as follows: Cotton, 86.7; winter wheat, 75.6; spring wheat, 95.9; corn, 93; oats, 95.2; barley, 91; winter rye, 95.1; spring rye, 96.8; tobacco, manufacturing leaf, 89.

Winter wheat has been harvested in the South and yielded below expectations in the Carolinas, Georgia, and Alabama. It has improved slightly in Pennsylvania, Ohio, Indiana and Illinois. A marked improvement is noted in Michigan. Re-

ports from the Pacific coast are also more favorable. The general condition has advanced from 73.3 to 75.6. Averages of principal states: New York, 80; Pennsylvania, 93; Ohio, 60; Michigan, 75; Indiana, 62; Illinois, 68; Missouri, 72; Kansas, 93; California, 83.

Spring wheat has improved in a large portion of the breadth seeded, and promises a large yield, minus possible future drawbacks. The general average has advanced from 92.8 to 95.9. State averages: Wisconsin, 91; Minnesota, 94; Iowa, 97; Nebraska, 95; Dakota, 98.

The area of corn, as reported, has increased over 4 per cent., making the breadth nearly 76,000,000 acres. There has been much replanting in wet districts, from non-germination, and from destruction by worms. The stand is now moderately good, and the crop is growing finely. Condition by principal states: Ohio, 96; Indiana, 95; Illinois, 93; Iowa, 89; Missouri, 91; Kansas, 99; Nebraska, 91.

In the South—Virginia, 91; North Carolina, 88; South Carolina, 87; Georgia, 94; Alabama, 96; Mississippi, 98; Louisiana, 95; Texas, 95; Arkansas, 97; Tennessee, 98.

The European report for July makes the wheat crop late and unpromising throughout Europe, Russia excepted. The rye crop will be short in Central Europe.

Benjamin Franklin in 1787 thought an insurance office should be established for the benefit of farmers whose crops suffered from the depredations of insects, and from the effects of blight and storms. It would bear consideration even in 1888.

One of the novelties to be contributed by the State Board of Trade of California to the Cincinnati Centennial is a locomotive built of wheat heads. Wheat straw is to be worked into various shapes, and promise is made that the Golden Gate will contribute the finest display altogether ever seen.

THE HONSTAIN IMPROVED WAGON DUMP.

Our illustrations give views in section of an improved wagon dump which has given satisfaction in actual service, and which has been placed in a number of establishments in the Northwest. The device is very simple and easily controlled, while at the same time it is strong and durable, and there is no way in which an accident can occur. It is automatic in its operation, and having been invented by a practical grain elevator designer and builder, it will be found adapted to the requirements of actual service in the elevator.

The illustration Fig. 1 represents the platform of a weighing scale. However, the device is not confined to this arrangement, as it may be operated equally as well entirely separate from the scale. Fig. 2 represents the platform, which may be of any ordinary scale, and of any convenient construction. Timbers 4 are pivoted below the platform by trunnions 6. The timbers extend lengthwise of the platform, and located at a suitable distance apart to receive the wheels of any ordinary wagon, and of sufficient width to allow the wheels of the wagon to be drawn upon them.

A suitable frame, 5, supports the trunnions 6, and sufficient space is left between the frame and the platform to allow the timbers 4 to swing upon the trunnions to the position as shown by dotted line in Fig. 1, when used in connection with a weighing scale. The levers 8 are fulcrumed below the frame 5, and attached to the scale beam 10 in the ordinary manner.

A stop or support 12 is located upon one end of the frame 5, and engages each of the timbers 4 when in a raised position, and holds it in this position, preventing any accidental tilting of the timbers. A bar 14 connects the supports under each of the timbers, so that they are both operated at the same time. An arm 16 is located upon the bar 14 at one side, and provided with suitable weight 8 which causes the stops to return to an upright position, after being thrown out of contact with the timbers.

The connecting rod 20 is connected to an arm on the bar 14, and extends backward underneath the platform, and is attached to the operating lever 22, placed within convenient reach of the person attending the scale.

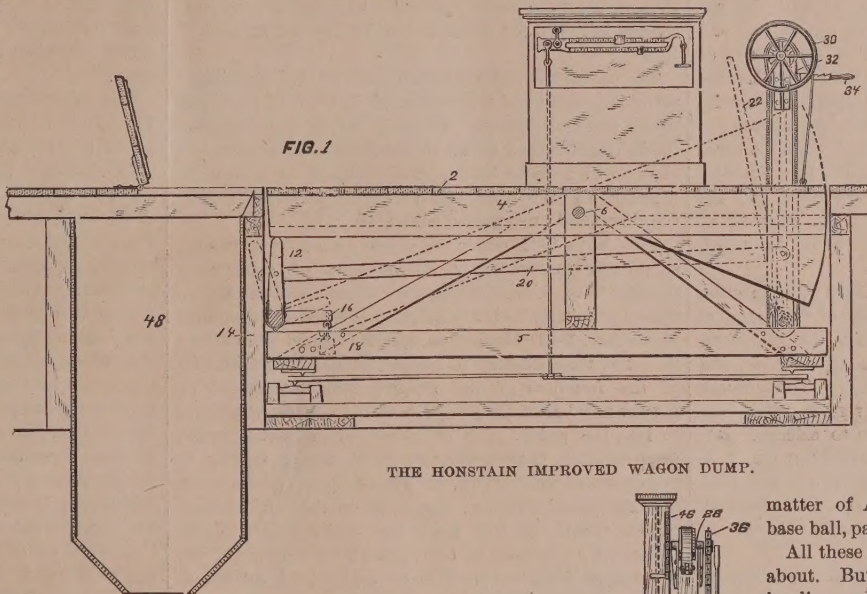
The opposite end of the timbers 4 is provided with a re-inforcement extending downward from the under side of the timber on a diagonal line from the center to the end. This reinforcement is for the purpose of allowing this end of the timber to be raised from the platform without leaving the opening through the platform, as the re-inforcement is the same width as the timbers, the opening will be filled at all times, and prevent anything from falling through the platform; 26 represents a standard which supports the journal bearings and a shaft 28. This shaft is provided with a pulley 30, over which a brake strap 32 is passed. The end of this strap is secured to standard 26; the opposite end is attached to a lever 34; the brake strap is brought in contact with the surface of the pulley 30, the friction being sufficient to stop the motion of the shaft.

A sprocket wheel 36 is located upon the outer end of the shaft 28, which is connected by a detachable chain 38 to a sprocket 40 upon the shaft 42, supported in suitable iron bearings upon the frame 5 and extended crosswise underneath the timbers 4. Suitable chains 44 are attached to the end of the timbers and wound upon the shaft 42; 46 represents a hand wheel upon the shaft 28, by which the shaft may be revolved.

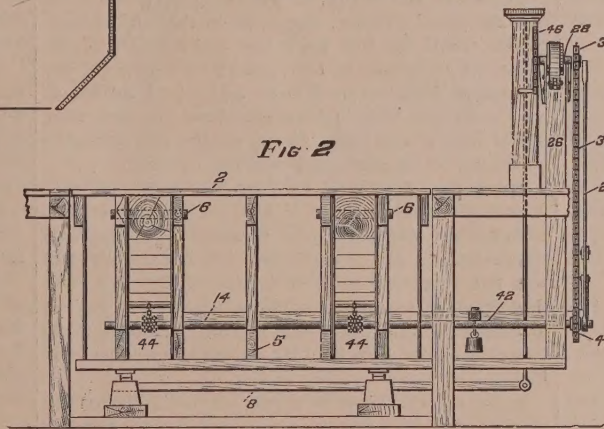
The operation is as follows: A loaded wagon is driven upon the platform with the wheels resting upon the timbers 4, with the back end of the wagon toward the pit 48, which is to receive the contents of the wagon. When it is desired to unload the wagon the lever 22 is thrown forward, which throws the support 12 out of contact with the timbers 4. It is intended that the back wheels of the wagon as they descend will rest against the end timbers,

forming a wall of the pit 48, so that the weight of the wagon will cause the timbers to swing upon their pivots 6. The back wheels of the wagon will be lowered below the platform, and the front wheels raised above it. This will bring the body of the wagon on a sufficient angle to allow its contents to be forced by its own gravity and fall into the pit. To prevent a too sudden operation of the dump, a brake is provided upon the shaft 28. By operating the lever 34 any desired amount of friction may be exerted upon the pulley 30. This retards the motion of the shaft 28, and also that of shaft 42. Through the link belt or chain 38 and by this operation the chain 44 is unwound slowly from the shaft 42, and the end of the timber 4 is allowed to rise as slowly as may be desired. After the wagon has been unloaded the brake is released, and by means of the hand wheel 46 the shafts 28 and 42 are revolved. The chain 44 is again wound upon the shaft 42, and timber 4 drawn back to its horizontal position.

As soon as it has reached this position the supports 12, actuated by weight 18, are forced under the said timbers 4 and hold them in this position and prevent the possibility of the timbers being accidentally tilted by any weight



THE HONSTAIN IMPROVED WAGON DUMP.



THE HONSTAIN IMPROVED WAGON DUMP.

which may be brought upon them. A portion or entire load can be dumped at one operation, thus giving the operator an opportunity of inspecting the character of the load before it is discharged into the pit, avoiding mixing the grain. This dump is sold by G. W. CRANE, No. 239 Fourth Avenue South, Minneapolis, Minn., who will give interested parties all desired particulars.

A county in Dakota has paid \$2,010 as bounty on gopher tails this year.

Corn is king in the country west of the Mississippi River, and south of the northern wheat region, and while the crop is not yet beyond the possibility of harm, the promise of a large yield is bright. It is upon corn that this region will have to depend for commerce this year, as the wheat and oats crops will be almost entirely expended in home consumption.

A decline of 20 per cent. in the export of wheat, and 50 per cent. in that of corn, is reported for the fiscal year ending with June 30. With a wheat crop smaller than that of last year, by nearly 100,000,000 bushels, it will be seen that the country will have little or no exportable surplus. Such conditions of affairs account for the unfavorable balance of trade piled up against the United States and promise a worse showing in the future.—Exchange.

THE CENTRAL TRUNK WATER-WAY.

BY W. T. STACKPOLE, FAIRBURY, ILL.

Rarely does a historic relic shed a stronger and clearer light upon a living and most practical, and even vital, question than one that lies before me.

It is a little roughly printed note for one dollar. It is at once an order and a promise to pay one dollar ninety days after date. And yet it touches, we may say, the physical structure of our country—the grand arrangement of the great North American lakes, the Mississippi system of rivers, the entire country they drain, and the God-ordained connection by the line of the Lower Mississippi, Lake Michigan, the Illinois and the Calumet.

The dingy little bit of paper says nothing about the voyages and explorations of La Salle, Marquette and other French explorers; nor of the ringing of the church bells in Montreal when the Mississippi was discovered; nor of the formation of twenty great states with their boundaries upon these natural highways; nor of the noble old ordinance of 1787, which declared that their use and that of the connections between rivers and lakes should be forever free to all the people of all the states of all this union and clear of all tolls, charges, etc.; nor of the blundering thick-headed politicians and opaque judges who never fully realized the excellence and value of this great and simple principle, which should always guide us. Nor does it say anything of the grotesque record, state and national, of those who have neglected or betrayed it; nor of the mystery of its practical nonfulfillment, and the deadly and far-reaching injuries resulting from the failure to rightly and fully use the natural organs of the country; nor does it mention the rapidly-advancing tide of evils and dangers if we continue to so fail, and to abandon the great

matter of American navigation for prize fights, base ball, party contests for office, etc.

All these things the poor little note says nothing about. But all of them it touches, illustrates and implies, and much more. It whispers of ages of bankruptcies, bonds and debts; of the corruption of the very forms of business; of the shipwreck of 90 per cent. of our business men; of a vicious strife of parties, classes and sections; of vast woes and fratricide, led on by gigantic demagogues and hypocrites; of dangers and woes that are passed, and of others that may come, and which many of the "smart men" seem to think have no connection with these physical and material things, or with the physical body of our country, or the economic and advantageous use of its resources in this great commonwealth of states, from which so much is expected for the benefit of its people, for the advancement of mankind, and the glory of God. The pitiful and ragged little note is dumb. But yet it may be a historian and a prophet. Its age is just seven times seven years. It reads:

BRANCH STATE BANK AT CHICAGO.

Ninety days after date, pay to the order of John A. McClelland, Treasurer of the Illinois & Michigan Canal, ONE DOLLAR, and charge the same to the Canal Fund. Lockport, May 1, 1839.

W. F. THORNTON, Prest.
JACOB FREY, Act. Com.

It bears a small vignette—a rough wood cut—representing vessels on the lake in full sail, and is duly countersigned by John A. McClelland. Its history and its lesson, in brief, are as follows:

Illinois was admitted into the Union as a state in 1818, and about five years afterward received from the Federal Government a grant of land to aid in the construction of a canal to unite Lake Michigan with the Illinois River, and so form a link of connection between the Great Lake and Mississippi systems of navigation, by the line of the Illinois, unquestionably the true and only line adapted by nature for a suitable and ample connection of this vastly extended inland navigation. The position of Lake Michigan and the other lakes, of the Illinois and Mississippi and the other rivers; the location of the mineral beds, forests, fields, etc., show more and more as time rolls on the excellence of the Great Design, and of the excellence of nature's engineering for this connection, and for this

central trunk from the Straits of Mackinaw to the Gulf of Mexico for the natural highways of the Mississippi Basin and Great Lake region, and the twenty great states now formed therefrom, and fronting upon these highways as though they were the natural streets of a new and excellent city.

And more and more does time reveal to faithful students the value and excellence of the provision of the ordinance of 1787, which practically makes every man, every woman and every child, in all these states of all this union an heir therein, and guarantees to them and their posterity their full free use forever. But alas! This beneficent and wise intention, so correspondent with the arrangement of the Supreme Wisdom and with our institutions and form of government, has never been fulfilled. It has been practically defeated by obstruction and disconnection, and so remains. And so it will remain until there is a manly, national movement, far and wide, for its restoration and fulfillment.

When that time comes, the thousands of wrecks between St. Louis and Cairo, and the small, inadequate works between La Salle and Bridgeport, will be eloquent witnesses for the long-neglected truth. So will the unnumbered mortgages on the property of the people, and on corporations without end. And so will the poverty of many millions on the one hand, and the incredible fortunes of a few on the other hand, who in all ages and countries profit by all unsound policies that destroy the masses.

Says the sacred book, in that wonderful prophetic poem which commentators have yet to study, and the world to learn: "The gates of the rivers shall be opened, and the palace shall be dissolved." Doubtless the meaning of this pregnant verse is manifold, and not to be fully realized until fulfilled.

But we may well believe that the links of connection for the world's navigation at the Isthmus of Suez and at the Isthmus of Darien are included. The Illinois work ranks with these in importance, in a cosmic sense, and yet it is purely national in its character. Those works link the great seas and those oceanic rivers or ocean currents which are now pretty well known to science. But in the inland navigation of the whole globe not one link of connection so important as this in Illinois can be shown, although its construction is easy and its cost comparatively very moderate. But yet it was too great for the infant state of Illinois at that early day.

In addition to this the remission by the Federal Government to the state, of this work—whose importance was paramount to any other in this whole interior—violated in effect the entire principle of the ordinance of 1787, and was against public policy just as much as would have been the remission of the work of clearing snags, etc., from the channel of the Mississippi, to the states upon its banks, with authority to collect tonnage duties, or tolls for doing the work.

This was the great primal error. The immature state launched out in a general, premature, and ill-advised system of internal improvement, including an extended system of state railways, and went down in ruin in the revulsion of 1837. The original plan of the canal was comparatively excellent and ample, or at least it was to feed from the waters of Lake Michigan. The little one dollar note represents the struggle to go on with the work after the loans were exhausted. Finally, and with great difficulty, the sum of \$1,600,000 was borrowed from the Illinois bondholders, to complete the work on the present scale—feeding partly from the tributaries of the Illinois, and partly by pumping water from the lake level at Bridgeport to the summit level. At length, eight or nine years after the date of the little note, the canal was finished, about as it now is, and opened for traffic. It was about all that the state saved from the wreck of its premature internal improvement system.

But it was of great utility, and though small, proved a most important factor in lifting the state from the abyss of ruin into which it had fallen. From the first it has been of great local benefit, and has more than paid its cost. But never yet have the lake vessels and river boats met. And not until the vessels from Duluth, Buffalo, New Orleans, the Yellowstone and Pittsburg can meet will the problems of economic utilization and most advantageous blending and development of the resources of our country be solved, or even its foreign commerce and ocean navigation be made great, sound, beneficent and secure.

The attempt of the state government of Illinois, early in 1857, to give the river (the Illinois) to a corporation or monopoly was the next great error. This also was in violation of the principle of the ordinance of 1787 to

which I have referred. But the politicians and judges held differently. Nevertheless, the whole state law, court decisions, monopoly and all, were rolled back and utterly defeated by the efforts and sacrifices of private citizens, and the charter expired by the terms of its own limitation, and was never renewed.

But years and years of unpaid private labor and effort were required to keep the great work from being buried by adverse and corrupting influences. Even the exhaustive work of the United States Senate Committee, of which Mr. Windom of Minnesota was chairman, and the late Mr. Conkling of New York a conspicuous member, after two years' labor, presented their voluminous report and accompanying documents, with this work barely mentioned and entirely omitted from the list of special works presented as of national importance. Their work was published by the United States government in two volumes of nearly 1,500 pages. The most obviously needed work in the United States is practically omitted, and some of the most impracticable, useless and costly ever conceived is recommended. It was published in 1874. Early in 1877 an effort was made by a private citizen of Illinois to get the state legislature to enter a path that seemed left open for right action by the providence of God.

The constitution of Illinois adopted in 1870 prohibited the enlargement and completion of the work by the state, which was well enough. It made no special provision for its transfer back to the United States, but contained a clause which some believe was designed to permit its transfer to a corporation when it should be out of repair, run down and greatly discredited.

Finally, in 1882, under this clause an act was passed, submitting to the people the question of conditional transfer to the United States government, and the people ratified the act by their formal vote at the general election in November, 1882. Here, then, was the formal and authentic act of three millions of people, in harmony with that of the founders of the republic who represented no greater number of people. One would suppose that then, at last, the public men of Illinois of all parties would unite cordially in presenting the great matter rightly to Congress and the country, and thus help correct the error of sixty years' standing, and urge on the work to completion, fulfill the true spirit and real intention of the noble old ordinance of 1787, and give the people of the Mississippi Basin and Great Lake region (and indeed all the Union) their birthright and inheritance in more than 30,000 miles of navigation, rightly cleared, and connected by the line of the gentle and beautiful Illinois.

But this was not done. Far from it. On the contrary, it was presented in a feeble and crooked manner, and from the first obscured by the Hennepin Canal scheme, which had no sort of connection with it rightfully, and was not even mentioned in the act of 1882, nor even thought of by a single one of the petitioners for the act of cession in 1877 (and finally obtained in 1882) and allowed to expire Nov. 22, 1887, by the terms of its limitation.

In the natural course of things this would throw the matter in a position favorable to endless neglect and betrayal, or else one of corporate or state control, either of which would utterly fail of the true and suitable fulfillment to which so much effort has been devoted for more than a hundred years, only to be defeated by various forms of error.

The conventions of Peoria, Memphis and elsewhere last fall warded off some of the evil effects that otherwise would have resulted from the lapse and expiration of the act of cession, as they greatly tended to keep the whole matter in the direction of an ample and suitable national work. And recently the action of the state Democratic convention at Springfield, has also aided somewhat, as it places the party which some people think always wrong, even in advance of the one which some imagine always right. But, as I have said, there must be a united, manly, national effort, in harmony with the spirit and intention of the founders of the republic, and with the arrangements prepared in nature. And there should be no further delay under any pretext whatever. The clearance of the channel ways of the rivers, at least of snags and wrecks, and the completion of this Illinois or central connection with the lakes, on a suitable and ample scale, should be the watchword from the lakes to the gulf, and from the Alleghenies to the Rocky Mountains, and that in a high and true spirit, far above all party or sectional considerations.

A cotton-seed oil mill is projected at Marianna, Ark.

TRADE IN THE SOUTHWEST.

[Special correspondence.]

KANSAS CITY, July 11, 1888.

In Missouri there are complaints coming to hand that the past month has been too moist for the best interests of the grain of the state. In the southern sections about all the wheat is harvested, and is in good condition. In the more northern sections the next week will find all the winter wheat gathered into shocks, and so far as can be learned there will be a much more liberal crop than was expected a few weeks ago. While untimely rains have in isolated places played havoc with wheat ripe for harvesting, the general report shows up well, and there is no longer doubt but that the state will supply enough grain not only for its own use but for shipments to other points in the land. The corn crop looks well, and it is now well-nigh assured that a liberal yield will be had. Rains followed by hot weather has started the crop so that in the majority of the counties of the state it shows the ear. To all appearances, also, the yield will be the maximum noted for several years. The average condition, according to the last authentic report from the entire state, published a few days ago, is 98 per cent.—a wonderful condition, when all points are taken into consideration.

The reports from Kansas are even more encouraging. The southern counties have already been sending their wheat to this market, and it passes a very satisfactory grade indeed. Very little remains unharvested in the northern sections, and there is no doubt but that the bulk of the yield will be sent to market as soon as possible. The average Kansas farmer is noted for marketing his substance as soon as he gets his hands on it, and this is particularly the case with wheat. The fact is that there is need this year for prompt measures being adopted. Many of the farmers have heavy mortgages hanging over their heads, which have long since been due, and which are carried by the various companies only until crops will allow a settlement. It is well known that a mortgage company will do almost anything in reason rather than foreclose a mortgage on a farm. It finds it much more paying to have the owner hold the farm rather than the company, and mortgage companies are even now holding too many farms all through the state to satisfy them. Corn everywhere appears to be in good condition. The first of the week a report was sent in that throughout the southwestern sections of the state the blade was curling somewhat, but since then copious rains have fallen, and I am told this insures the crops for that section, even if more rains do not fall.

It is not believed that corn will be thrown upon the market from Kansas in such liberal quantities as wheat for a good long while. The fact is that there is a dearth of hogs in this section, and the farmers recognize that values are spreading upward with gigantic strides and that it will pay them many dollars more to send corn in the shape of hog and cattle flesh to the market rather than allow it to come in the ear. This is much more true of the more distant sections. For instance, in the far western sections, not directly on the railroads, corn will sell slowly even at 15 cents per bushel. At some points, I am told, 10 cents will be the top price. Now, a farmer who would consent to allow his corn crop to go from his hands at the above prices is little short of a fool, especially when good corn-fed cattle are bringing on this market as high as \$6 per cwt., and hogs all the way from \$5.50 to \$5.85 per cwt. The experience of former years has taught the farmer that he can expect little if he markets corn on the fall market, when values are at the very lowest notch. All the husbandmen will not, of course, feed all their corn to livestock. If this were done there would be a superabundance of animals upon the market. Probably between 30 and 40 per cent. will eventually find its way to some grain center, but not until next year when the market has settled to a paying basis.

One drawback to the best interests of the grain market in Kansas is the lack of elevators and flour mills throughout the state. There is little doubt but that 20 per cent. more mills could be added to the interests of the state without the business being nearly done up to the demand. As it is now, the bulk of the flour used comes from other states. Capital in this direction, from some inexplicable cause, is very timid. I cannot see any good reason for this state of affairs. One miller told me that he had been all through the state, and saw plenty of localities where he verily believed an Eastern miller could reap a bonanza. I asked him why he didn't grasp the opportunity. "Oh," said he, "I have a large mill in Minnesota, and I much

prefer to manufacture the article up there and send it down to the Kansas consumer." That's the trouble. Everybody apparently concedes that the opportunities for advancement in the state are first-class, but they prefer to stick to their old camping grounds, believing that what man has done man can do especially when they work from an old and well established center. Naturally there is some risk in starting new mills in a new country. But I am told that this risk is greatly reduced, as many of the cities offer liberal inducements to capitalists who will consent to risk their capital. One town of not more than 10,000 inhabitants offered the gift of a liberal tract of ground, besides a bonus of \$5,000, to a certain miller if he would erect a \$20,000 mill in the city. He consented, and long since sold out at a handsome profit, and declared as he returned from the state that he had had a close call, as he could not see how a demand for Kansas wheat in the shape of flour could ever be constructed.

The trouble with these men is, they do not rustle. They come into the state and think trade will come right to their doors without them making an effort to secure it. Of course it won't. There are plenty of examples of parties who have gone into that state who have succeeded better than their northern brethren in proportion to the amount of capital they had invested. They did not allow their candles to be hid under a bushel, but advertised far and near. There are plenty of mills on the eastern boundaries of the state who even during an off year are doing a good business. Take the cities of Paola, Lawrence, Topeka, Emporia, Fort Scott, Parsons, Leavenworth, Atchison, Newton, Wichita, Winfield, Wellington and Independence—they have all of them good mills, and there is not to be found within the confines of the cities a mill but that is doing a very fair business. This spring they have had a rather hard time of it, for the reason they had allowed all the wheat to go from the country, and were obliged to bring it in from northern points, and pay a little higher rate for it than if it had have been at their doors. They have taken warning from this, and the coming year it is not believed there will be a miller in any leading center but that will look to the future supplies in their immediate neighborhoods. They would have in many cases have done this last year if they had had the capital. But they were close pressed for funds, and the result was they could not handle wheat, and consequently flour, to an advantage. The reason they were pressed for funds was because collections were so slow—next to impossible to get at. They were not to blame. The shortage in crops told the story. All parties were suffering together.

The old Board of Directors of the Exchange Building Association met for the last time a few days ago. The last official act of the old board was the approval of the secretary and treasurer's report, and the admission of Thomas Best to membership. It required only the absence of Mr. L. E. Irwin to constitute the difference between the old and new boards. The following officers were elected for the coming year: President, E. H. Allen; vice-president, H. M. Holden; second vice-president, H. M. Kirkpatrick; treasurer, W. H. Winants; secretary, W. H. Miller. The treasurer's report showed that the total assets of the Exchange Association were \$674,500. The old Board of Trade building has been left to itself, and the grain commission men have taken possession of the magnificent structure which has been under way for two years past. It would be hard to find a handsomer constructed edifice anywhere than this new Board of Trade building. On its massive foundations the walls of pressed brick and terra cotta rise to the height of seven stories. There are two wings to the immense building, which rise on each side of the glass-covered court. The floors are all paved with stone, and the walls finished with slabs of marble. The second and third floors are devoted to offices for the different railroad companies in the city. The grain men take the first and basement floors.

Messrs. H. F. McLean and Charles H. Williams have been appointed grain inspectors for the coming year. The grain committee consists of Messrs. B. C. Christopher, N. P. Simonds, L. S. Mohr, Max Minter and A. S. Pierce. It was thought that the bucket-shop wrangle which invariably has come up at meetings of the different committees would be renewed last week, but the delicate question was not touched. The trouble is that Mr. Christie, by some means or other, has gotten the best of the members of the Board of Trade, in that he secured a room in the lower story of the Board of Trade building, when it was originally intended he should be confined to upper stories.

A TALK ABOUT CHEAT.

A California correspondent of the *American Miller* sends that paper the account that follows regarding the alleged transformation of wheat to cheat. He says:

A case of transmutation, so to speak, came to my knowledge here in California in an early day, before we raised much grain of any kind. A German by the name of Fritz Miller cleared a piece of ground on the bank of the Sacramento River, about two or three acres of thick brush, and planted it to barley. There was a low spot, or dry slough, in the patch that ran at right angles with the river. The barley came up nicely, was thick, and looked well. The soil was rich, and by the first of April the grain was a foot high. The weather was getting warm, and the snow melting in the mountains caused the river to rise even with its banks and flow into the low spot and cover the barley for several days.

When the water subsided the barley seemed not to have suffered any from the overflow, but kept on growing, but when it headed out it was all cheat, scarcely a head of barley over the entire flooded spot, while the balance of the field had not a grain of cheat in it. Where did the cheat come from? The seed sown was clean, the ground had never been cultivated before, and there was not another piece of grain within five miles of it.

Another case in which I noticed a similar anomaly was where a field of summer fallow had been seeded to wheat in the fall. It was rather low, flat land, and the heavy rains through the winter caused the water to stand on the greater portion of it for quite a length of time, but still



A HEAD OF CALIFORNIA CHESS.

not long enough to kill the wheat plant; but when it headed out it was two-thirds cheat. The cheat was not in the ground in this case, as I shall presently show, nor was it in the seed wheat, for that was thoroughly cleaned before sowing. The piece of wheat was sown with a drill, and there was a place in the field where the drill had run empty for about ten rods, and not a single thing grew there—not a cheat nor a weed of any kind—which proves that the cheat seed was not in the ground, nor was it sown with the wheat. Where did it come from?

I could enumerate many instances of a like nature which seems to favor the theory that grain when injured by water in a certain stage of the growth of the plant turns to cheat; but as I said in the outset, I have never been able to demonstrate beyond a doubt that such was the fact. Of late years I have given the subject considerable attention, and out of the thousands of stools of cheat that I have pulled up and washed I have never found the remains of any other seed but cheat at the roots.

You will find inclosed a stalk of cheat raised from seed planted on the 19th of last March. It came up in three days after planting the seed, and on the 16th of May it showed heads above the leaves, and on this, the 16th day of June, I have gathered and shipped it to the *American Miller* for inspection. The grain is not fully matured, but is far enough along to convince any one that cheat is not a biennial, as has often been asserted, but an annual, and will mature in three months under favorable circumstances from the seed.

Summer Boarder—"What's that yellow stuff you are feeding the chickens?" Farmer—"That's corn, mister." "What is this in this bin?" "That's wheat." "Humph! What are these other things?" "Rye, oats, barley—say, mister, what's your business when at home in Chicago?" "I am a grain speculator."—*Omaha World*.



[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interests of the trade at large, or any branch of it.]

RAIN NEEDED.

Editor American Elevator and Grain Trade:—Unless a copious fall of rain occurs shortly our prospects for a good wheat yield will not be flattering. We are fully fifteen days behind, comparing with last year. Inclosed please find \$1, for which continue for another year my subscription to the AMERICAN ELEVATOR AND GRAIN TRADE.

Yours truly,
Amenia, Dak.

JAMES WADE.

INFORMATION WANTED.

Editor American Elevator and Grain Trade:—Can you or your readers give me any information concerning the Shipman Automatic Kerosene Engines for elevators; size two to four horse power. Also what satisfaction does tread power give where cleaning machinery is used in an elevator. Inclosed please find \$1 for one year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE.

Yours truly,
Mountain Lake, Minn.

H. P. GOERTZ.

CONNECTION WANTED.

Editor American Elevator and Grain Trade:—Our association has about completed a small grain elevator of 20,000 bushels' capacity in Marcus, Cherokee County, Iowa. The available funds of the association have been absorbed in the erection and equipment of the elevator, and while our authorized capital is large enough to enable us to transact all the business we are capable of handling, and there is no doubt that stock enough will yet be sold for that purpose, the stock, at this time of year, must be sold on time. There is still quite a quantity of grain in the country, and desiring to handle some of it, we would like to learn of some Chicago firm that would advance funds for purchasing said grain and also upon what terms the advance would be made. Inclosed find \$1 for the AMERICAN ELEVATOR AND GRAIN TRADE for one year.

Yours truly,
F. D. ARNOLD;
Treasurer Marcus Shipping Association.
Marcus, Iowa.

THE OHIO CANALS.

A correspondent to the *Cincinnati Times-Star* calls attention to the fact that Ohio's canals are at present practically useless. Since they were built they have earned \$6,000,000 more than they cost, and until they were leased were forty feet wide at water line and twenty-six feet wide at the bottom, and had an average depth of four feet. Under the mismanagement of the lessees, through the neglect of dredging and bank repairing, the beds have been raised until heavily laden boats cannot find passage.

This correspondent intimates that railroads were favored at the expense of the canals, in that the management of the railroads had only to intimate their desire to possess a canal bed for a road bed, and it was given them, after proper manipulation of the legislature. According to the facts reported, there has been a shameless disregard of the stipulations of the lease under which the lessees obtained control of Ohio's canal property, and now at the expiration of the lease Ohio finds herself compelled to repair and make fit for use her waterways and a legislature antagonistic to making an appropriation therefor. Convict labor has been suggested as a possible solution of the question.

Colorado makes a good showing as a grain producing state, having 225,000 acres in corn, and nearly 200,000 acres in oats, with a wheat acreage short in the northern counties, but made up to a maximum by the counties in the western part of the state.



Isaac E. Garvey & Co., dealers in belting at Cincinnati, have made an assignment.

The E. H. Pease Mfg. Co. of Racine, Wis., are enjoying a good trade in their well-known specialties.

The Frost Mfg. Co. of Galesburg, Ill., in a recent communication, say: "Business booming, and we are running nights."

The Barnard & Leas Mfg. Co., of Moline, Ill., are having the busiest year they have known, and have completed some additions to their works to give them greater capacity.

The Avery Elevator Bucket Co. of Cleveland Ohio, request us to mention that they have recently purchased all existing patents for seamless, drawn, stamped, pressed or forged elevator buckets.

Messrs. Thornburg & Glessner of this city have completed their annual changes, which this year consist of an enlargement of their shops 50 per cent., doubling the size of their offices and the fitting up of a large sample room for the display of the specialties they make.

The Jeffrey Mfg. Co. of Columbus, Ohio, report as having plenty of orders for their elevating machinery and driver chains. They will manufacture, in addition to their present specialties, the Wilson Spring Whiffletrees for making the work of the laboring horse easier. Parties interested in any of these would do well to correspond with them.

THE SCANDINAVIAN ELEVATOR COMPANY.

Dakota farmers are reported as responding heartily to the subscription fund for supplying Northern Dakota wheat points with elevators. Among these points the following may be mentioned:

New Rockford.....	\$2,600	Dazey.....	\$3,500
Carrington.....	2,400	Cooperstown.....	4,000
Pingree.....	1,400	Dawson.....	1,000
Jamestown.....	3,000	Mayville.....	3,000
Montpelier.....	1,400	La Moure.....	4,000
Edgeley.....	1,200	Hope.....	3,000

As soon as the elevator at New London, Minn., is completed, Dazey and Cooperstown will respectively have elevators erected.

GREAT IS CORN.

The rural meaning of cornucopia in this country is abundance of corn. It is the great crop of American tillage. There is no other of half its area. Wheat has nearly half and cotton a quarter of its breadth. It is sufficient to cover Ohio, Indiana and Illinois, with a slice of Iowa in addition. Its area last year, though reduced by drought, was 51 per cent. of that of all cereals together and its product was 55 per cent.

It was grown by the Indians before the white man appeared on the continent. It is now grown in every state and territory in the Union, though sparingly in those of high elevations in the Rocky Mountain region. The supply as population increases is enlarged rather than diminished. It was 25.5 bushels per head in 1850; 26.6 in 1860; 19.7 in 1870, and 35 in 1880.

The crop, large as it is, is exported in small proportion. Only 4 per cent. of the production of seventeen years has gone abroad for a market. The home market is 96 per cent. of all, and its relative abundance or scarcity makes the price. If scarce, the price is high, and foreigners decline to buy; if low enough to compete with foreign feeding stuffs a larger quantity is exported. Neither Liverpool nor Chicago makes the price, but the farmers and country feeders, who use five-sixths of all. It is a crop that railways carry but a small part of. Less than one-fifth crosses state lines.

Half is used for feeding for milk or flesh; one-tenth for human food, and four-tenths for the food of working animals. For spirits scarcely one per cent. is used, and yet we hear of demagogues, not to say statesmen, who insist that prices would go down if the farmer was deprived of the distillery demand.

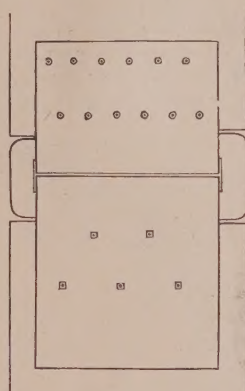
The uses of corn it would be difficult to limit; in food,

in drink, in clothing, in bedding, in milk, meat and wool, starch and sugar. They are so many that the lack of foreign demand for the raw grain would prove a blessing, as there is a greater profit in enlargement of its extended products. It is a raw material for manufacture which we have even less reason to import than cotton, wool, hemp or flax, and which like all other raw materials, should only be exported as manufactures.

The prospect for the present year is for the largest area ever grown of this distinctively American crop. Aside from the area intended for grain there will be millions of acres drilled for forage, the silo and the summer dairy. No other plant will produce so much nutritious feed on a given area. No other is worth so much for American tillage.—*N. Y. Weekly Press.*

JOINING ELEVATOR BELTS.

A good and simple way of joining the ends of elevator belts is often desired. Buckles are unsatisfactory for reasons understood by all who use them. Lacing is difficult, liable to soon wear off by the friction elevator belts are exposed to, and it takes too much time when in a hurry. For leather and rubber belts a simple and effective way is suggested by the accompanying cut.



Any blacksmith can make the links. The end of the belt is trimmed to fit the link, passing through and doubling back on the belt, one end being fastened by rivets, the other end being fastened by elevator bolts, with nuts inside, which can readily be removed and shifted when any slack is taken up.—*Millers' Review.*

THE WORLD'S WHEAT CROP.

According to the estimate of the statistician of the New York Produce Exchange the aggregate wheat crops of the United States and all foreign countries for the last three years were as follows:

Year.	Bushels.
1885.....	2,028,000,000
1886.....	2,025,874,000
1887.....	2,163,900,000

These figures would show a production for 1887 of more than 135,000,000 bushels above that of either of the two years next previous, a large part of which must be carried over as surplus into the coming cereal year.

THE OAT CROP.

The steady enlargement in the area devoted to oats, which has been one of the noticeable features of American agriculture since 1870, has been continued. The increase in the breadth of the crop of 1888, over the crop of 1887, amounts to 5 per cent., or nearly one and a quarter million of acres, and brings the total area up to more than 27,000,000 acres. In extent of cultivation oats is exceeded only by two arable crops, corn and wheat, and since 1884 it has been rapidly encroaching upon wheat, the area increasing during that time 5,800,000 acres, while the breadth of the more prominent cereal has fallen off 3,200,000 acres. This season, as last, the increase has been largely at the expense of wheat, as a spring crop it being sown on very considerable areas where the original grain was frozen and winter killed. This forced change is especially noticeable in Ohio, Michigan and Indiana, where the increase is from 5 to 6 per cent. There is, however, outside of this, a steady increase year by year, especially in the states of the Northwest and in the trans-Mississippi states. This year but

two states show a falling off, Alabama and Kentucky, and in these the decline is but 1 per cent. With the increased production of recent years the decline in price has been less, proportionally, than that of corn or wheat, showing the need of an increased supply for home consumption, the foreign demand being practically nothing.

THE VISIBLE AND INVISIBLE WHEAT SUPPLIES.

Inasmuch as our visible wheat supply total much exceeds that given in the "official report," so our total of invisible wheat (nominally wheat in farmers' hands) is much smaller than the Produce Exchange would give it, if that body reported such stocks at all.

The investigation as to the quantity of old wheat held July 1, back of points of accumulation already covered in our monthly report, has been a widespread and expensive one. We do not flatter ourselves with having counted every bushel of wheat in the country, but know that the cereal statistics of the country have been made more useful.

WINTER WHEAT STATES' STOCKS OF OLD WHEAT (INVISIBLE SUPPLIES) JULY 1, 1888, 1887 AND 1886.

	1888.	1887.	1886.
Ohio.....	2,523,700	3,445,000	4,135,000
Indiana.....	1,158,750	981,000	2,196,000
Illinois.....	1,280,750	760,000	1,725,000
Michigan.....	814,750	827,000	2,035,000
Missouri.....	1,199,850	558,000	1,083,000
Kansas.....	558,150	1,080,000	2,033,000
Kentucky.....	579,160	370,000	536,000
Totals.....	8,147,110	8,021,000	13,743,000

SPRING WHEAT STATES' STOCKS OF OLD WHEAT (INVISIBLE SUPPLIES) JULY 1, 1888, 1887 AND 1886.

	1888.	1887.	1886.
Nebraska.....	890,000	788,000	1,395,000
Iowa.....	1,185,000	3,101,000	4,000,000
Wisconsin.....	650,000	375,000	500,000
Minnesota.....	675,000	825,000	1,000,000
Dakota.....	470,000	520,000	624,000
Totals.....	2,980,000	5,609,000	7,419,000

"INVISIBLE SUPPLIES" OF WHEAT ON JULY 1, 1888, 1887 AND 1886 ELSEWHERE IN THE UNITED STATES AND CANADA.

	1888.	1887.	1886.
California.....	3,000,000	.....	.....
Oregon and Wash. Ter....	1,833,000	.....	.....
Manitoba.....	125,000	.....	875,000
Ontario and Quebec.....	500,000	1,146,000	2,000,000
*In 16 per cent. counties not reported "winter wheat states".....	1,000,000	911,000	1,380,000
*In South'n and Mid. states	1,500,000	1,000,000	2,000,000
Totals.....	7,953,000	3,057,000	6,255,000

*Estimated by aid of special reports.

SUMMARY OF STOCKS "IN FARMERS' HANDS" JULY 1.

	1888.	1887.	1886.
Winter wheat.....	8,147,110	8,021,000	13,743,000
Seven central West'n states	4,893,000	.....	.....
Pacific coast.....	2,500,000	1,911,000	3,380,000
*Estimated stocks.....	15,480,110	9,932,000	17,123,000

	1888.	1887.	1886.
Spring wheat.....	2,980,000	5,609,000	7,419,000
Five Northwestern states..	125,000	.....	875,000
Manitoba.....	500,000	1,146,000	2,000,000
Ontario and Quebec.....	3,605,000	6,755,000	10,294,000
Totals.....	19,085,110	16,687,000	27,417,000

It appears that while stocks of old wheat in the spring wheat country have declined 46½ per cent. since July 1, 1888, and 65 per cent. since July 1, 1887, stocks of winter wheat back of accumulations, reported each month by Bradstreet's, have not varied materially as compared with a year ago. This makes the wheat reserves on July 1 last, with comparisons, as follows:

	1888.	1887.	1886.
Stocks "invisible" (as above).....	19,085,110	16,687,000	27,417,000
"Visible" wheat (as per Bradstreet's).....	35,837,416	54,390,194	41,864,480
Grand total wheat reserves July 1.....	54,922,526	71,077,194	69,281,480

The decline, as compared with July 1, 1887, in stocks of wheat, visible and invisible, "carried over" on July 1 in the United States and Canada, amounts therefore to 16,154,688 bushels, and as compared with July 1, 1886, to 14,558,954 bushels. Pacific coast visible stocks are dropped from 1887 and 1886 totals to avoid repetition.—*Bradstreet's.*

Statistics of Chicago roads show that in the first half of 1888 3,600,000 bushels more of grain were brought in on Chicago's railroads than in the corresponding period of 1887.

INCIDENTALS.

Michigan millers are paying from 92 to 98 cents per bushel for wheat.

It is said that the Canadian wheat crop will not be 50 per cent of an average.

The total acreage of land under cultivation of grain in the United States is 140,000,000 acres.

Salt comes to the front, as a remedy for chinch bugs; with its present value as a fertilizer, it is doubly commendable.

Implement men are experimenting with a machine which will husk the ears and cut up the corn-fodder at one operation.

Last year 12,860,000 bushels of wheat were raised in Manitoba. Sixteen thousand farmers contributed in the raising of that cereal.

Thirty-five thousand tons of binding twine are used in the United States each season, a great portion of which is used by grain raising farmers.

Sylvania, Ga., has a stalk of corn ten feet high, and which contains seven well developed shoots, six of which have put out silks.—*Omaha Bee*.

The wheat crop in Kansas for this year will average, it is said, twenty bushels to the acre. The estimated yield of corn will be 200,000,000 bushels.

The Blount's Prolific and Chester County mammoth varieties of corn, have been known to yield 130 and 150 bushels of shelled grain to an estimated acre.

We are told that chinch-bugs lay their eggs in the pockets formed by the outshoot of the leaves from the stems of plants and not in the ground, as heretofore supposed.

For a backward season Nebraska makes a good corn showing. A stalk grown by J. E. Montrose, which is on exhibition at Lincoln, measures six feet and eight inches.

The first two cars of new No. 3 red wheat was sold on the Chicago market July 12. The wheat was shipped from Carbondale, Ill., the price paid being 78 cents per bushel f. o. b.

The *Omaha Bee* facetiously remarks: "These may not be dog days, but they are certainly hog days. It tickles the Nebraska hog to death to hear the corn fairly snap and shoot up under the July sun."

The Michigan monthly crop report for July estimates a total yield of wheat for that state of 15,911,653 bushels. As compared with average years, the condition of corn is 91 per cent., and of oats 97 per cent.

The champion wheat thresher hails from the vicinity of Columbus, Ind. His name is Henry Horn, and he is said to have threshed and cleaned 1,200 bushels in six hours. Seven hundred bushels is an average day's work.

California shows an increase in the supply of grain and flour. Compared with last year, as reported July 1, there were 72,000 barrels of flour, 3,882,000 centals of wheat, 2,063,000 centals of barley and 62,000 centals of oats.

If there is any one who delights in posing as the granger's friend, it is the average grain bag man. This was exemplified by a recent transaction of the operators in bulling the market, causing nearly a cent's advance in the price of bags.

Another year's experimenting with seed corn at the Ohio experiment station shows that the tips and butt grains gave as good and better results than those from the middle of the ears. In yield the grain from the tips was the largest.

The County Commissioners of Dickey County, Dak., have decided to let the assessment on wheat in the elevators in that county made on April 1 stand, and allow the elevator companies to institute proceedings to set it aside if they so desire.

Statistician Walker says the consumption of wheat in this country is over-estimated at four and three-fourths bushels per capita, and that it is more likely to be nearer four and one fourth, which would be equivalent to adding 30,000,000 bushels to our stocks. In our humble opinion Statistician Walker is away off in his reckoning. The natural tendency of cheap prices is to increase con-

sumption instead of decreasing it. The per capita consumption of wheat is more likely to be over four and three-fourths bushels than under.—*Daily Business*.

A woman near Los Angeles managed a 3,000-acre wheat farm, employing twenty men and 120 horses to harvest the crop, which averaged nine sacks to the acre, and sold for \$31 a ton. She banked, as the result of her enterprise, \$60,000.

A bushel of corn makes four gallons of whisky. It sells for \$16 at retail. The government gets \$3 60, the farmer 40 cents, the railroad \$1, the manufacturer \$4, the vender \$7 and the drinker all that is left—delirium tremens.—*Havana Journal*.

According to Stanley and others the Congo has the most wonderful system of waterways on the face of the globe. It has twice the extent of the navigable waters of the Mississippi and its tributaries, and its fertile valleys are destined to be the granary of the world.

Statistician Dodge may not be a good hand at predictions, and his figures may not be so accurate as could be desired, but he evens his account every month with those who say hard things of him by the flurry into which he throws the Board for a greater or lesser length of time—*Inter Ocean*.

It is stated that Superior, Washburn and Gladstone, Mich., are cutting into the grain trade of Duluth. Washburn has a fine harbor and good railroad facilities. As yet practically nothing has been done at any of the Lake Superior ports toward increasing their elevator and dock facilities over last season.

It seems that contrary to the old saw about not "putting old wine in new bottles," it can be done in the Chicago grain market. The Inspection department recently graded a car of No. 2 red wheat from Central Illinois as new, but the shippers wired that it was old wheat, no new wheat having been delivered there.

A writer in *Murray's Magazine* tells of eight cats belonging to a railroad company, who have under their charge from 100,000 to 400,000 empty corn sacks, their business being to keep them free from mice. They are given their daily allowance of milk and meat at the company's expense, and they fully earn their wages.

The following was the visible supply of grain Saturday, July 14, as compiled by the Produce Exchange: Wheat, 22,418,268 bushels—decrease, 613,459 bushels; corn, 9,332,091 bushels—decrease, 838,304 bushels; oats, 3,488,255 bushels—decrease, 981,284 bushels; rye, 143,477 bushels—decrease, 30,104 bushels; barley, 149,365 bushels—decrease, 4,748 bushels.

Philadelphia is greatly alarmed over the decline in her grain shipments. Very little wheat or corn has been shipped on foreign account during this year, and it looks as if the latter half of 1888 would be duller than the first six months. The decline in wheat alone is over 4,000,000 bushels, and corn about 1,500,000 bushels, as compared with a corresponding period in 1887.

A dispatch of July 6 from Tolono, Ill., states that fully half the wheat crop in that locality is a total failure. All the bearded varieties have been blighted by the black rust, and the heads are almost entirely destitute of grain. It is a complete surprise to the farmers who had thought a large yield was assured. The Fultz wheat is about the only variety that will yield even fairly well.

Last year's crop of oats was the largest ever harvested, amounting to 660,000,000 bushels in round numbers. This year on an increased acreage a still bigger crop is expected, probably in the neighborhood of 775,000,000 to 800,000,000 bushels, representing a money value of over \$225,000,000, or nearly equal to the value of the wheat crop, which is approximately \$300,000,000.

A Chicago agricultural paper suggests to the farmers of the West who send their corn to the Chicago market, "that they could make money by having their corn in better condition, which could be done by shelling off the small grains on the tips of the ears, and not let them go into the corn for market." We would prefer taking off the tips of the ears of the men who grade our corn at Chicago.—*Iowa State Register*.

The stocks of grain in Chicago elevators Saturday evening, July 14, were 4,813,338 bushels of wheat, 4,093,466 bushels of corn, 1,083,621 bushels of oats, 14,112 bushels of rye, and 31,437 bushels of barley. Total, 10,035,974 bushels of all kinds of grain, against 13,204,650 bushels a year ago. For the same date the Secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 22,418,293 bush-

els of wheat, 9,332,838 bushels of corn, 3,468,335 bushels of oats, 143,811 bushels of rye, and 150,377 bushels of barley. These figures are smaller than the corresponding ones a week ago by 615,521 in wheat and 834,620 in corn. The visible supply of wheat for the corresponding week a year ago decreased 1,269,660 bushels.

Near Arlington, Kan., is the largest single cornfield in that state. It contains 640 acres, or a square mile of territory. Before breaking for this crop the land was covered with a heavy sod of buffalo grass. Twenty-six plows were kept at work, and the three planters kept close at their heels. These planters require four horses and two men to manage each. It took twenty-two days to break and plant the 640 acres, and 100 bushels of corn for seed.

The St. Paul and Minneapolis *Pioneer Press* says: "The yield of wheat in North Dakota has been variously estimated at from sixteen to twenty-five bushels per acre, and it has never averaged less than sixteen bushels. For conservative purposes suppose the yield is placed at fifteen bushels, which gives over 20,000,000 bushels as the total product of the one crop of one county (Cass)." Like the hero in James Whitcomb Riley's famous poem, "we have nothin' at all to say."

State Entomologist Forbes reports to the Illinois State Board of Agriculture that he has discovered in the swamp land now being drained and cultivated a destructive foe to the corn crop, not hitherto recognized as injurious, a common swamp beetle or "bell bug" which feeds on rushes and reeds and attacks the corn when planted where these grasses have been plowed up. Many fields of corn have been repeatedly destroyed by it, and farmers are compelled to plant some other grain. Prof. Forbes advises planting such ground in other grain the first year.

The total acreage of land in the United States under the cultivation of wheat, corn, rye and oats is about 140,000,000 acres, and according to Government statement there still remain of unsurveyed public lands about 9,000,000 acres in Colorado, 12,000,000 in Arizona, nearly 30,000,000 in California, 49,000,000 in Dakota, 7,000,000 in Minnesota, 39,000,000 in Nevada, 64,000,000 in Montana, 41,000,000 in Utah, 20,000,000 in Washington Territory, 44,000,000 in Idaho, and 7,000,000 in Florida, making a total acreage unsurveyed of 332,000,000 of acres.

The San Francisco *Call* says that as the cost of raising wheat is, to a certain extent, in proportion to the number of acres cultivated, the owner of a large tract of land being able to grow the staple for a less price than the owner of a small tract, the tendency of wheat growing in a state into which new settlers are pouring must be to diminish. The owners of great estates can make more money by cutting them up and selling or leasing them in small farms than by cultivating them in their entirety. They will do so, and the owner of the small holding will find that he is handicapped if he tries to grow wheat in competition with ten and twenty thousand acre ranches. It will pay him better to grow diversified crops, and especially fruits. Thus, as California settles up, the prospect is that the number of small agricultural holdings will increase and the product of wheat will diminish. From this it would seem that we are not again likely to raise such a wheat crop as that of 1884. In the United States there are sections of country which are bound to grow wheat, because they cannot grow anything else. But a state that can grow fruit by the ton, of a quality unequalled elsewhere, is throwing away its resources when it devotes its soil to the growth of wheat to sell at 1¼ cents a pound.

ILLINOIS GRAIN MERCHANTS' ASSOCIATION.

The Illinois Grain Merchants' Association held a meeting at Springfield, June 27, for the purpose of organization. The following officers were elected: President, J. H. Crocker of Maroa; vice-president, H. C. Moody of Deland; secretary and treasurer, S. K. Marston of Onarga; executive committee, H. C. Mory of Forsythe, B. C. Beach of Champaign, and T. P. Baxter of Exeterville. The next meeting will be held at Springfield, October 16.

It is said that one man, Mr. Cicero J. Hamlen, in connection with other members of his family, controls one-third of the glucose production in this country, and that it requires 60,000 bushels of corn per day to supply his factories. It is also claimed that the business pays \$300,000 net profit annually.

AN INDUSTRY BASED ON CORN COBS.

The corn cob pipe can be found throughout the length and breadth of the land, and yet there is only one corn cob pipe factory in the world, and that is located at Washington, Mo.

In 1878 Mr. H. Tibbe secured the patent for filling the interstices of a cob with what is described in the application for the patent as "a cement-like substance." The substance is simply plaster of paris. The manufacture of pipes was then begun in a small way. In 1882 Upton L. Weirich of Kansas City, had some thought of going into the same business, but with several others took an interest in the Washington factory, and organized a stock company. The operations then became more active, and have so increased that Mr. Tibbe now receives \$200 a month royalty on his patent. Beyond this he holds one-third of the stock, the remaining two-thirds being divided between Mr. Weirich and three others. The exact amount of the annual profits is not known to the public, but the best posted claim that each one of the five stockholders pulls out about \$10,000 a year. By the arrangements under which the pipes are made, the company is relieved of the responsibility of selling the product, or of investing any large sum in stock or machinery. The sole care of the members is to buy the cobs as they are offered by farmers. They are then turned over to an outside party, who contracts to make the pipes at so much a gross. The finished pipes are taken by one St. Louis wholesale house, which agrees to take all the company can produce. The only annoyance experienced by the company is now and then a scarcity of cobs. Neighboring farmers do not seem to "catch on" to the fact that they can make more from the cobs raised than from the corn itself. The kind known as the Collier cob is preferred, as it is larger and the corn is not set in as deep as in other varieties. For good cobs 1 cent a piece is paid, and many a load is known to have realized \$30.

"I wouldn't have believed it if I hadn't come over here," said a man from Moselle, ten miles distant. "A few weeks ago a neighbor of mine brought over a load of cobs, that I wouldn't have thought good for anything but to burn, and got \$9 for them. I have heard 'em talk about the cob-pipe factory, but I never thought it amounted to much, and would not now if I had not happened over and seen for myself."

The accessories are of the simplest kind. They are so simple that there is only wonder that so good a thing could have been kept in one company's hands so long. The cobs are delivered at the factory, and are dumped under cover. They are then sorted, and the good ones counted and paid for. The desirable size is 1½ inches in diameter, farmers being supplied with iron rings of that size through which to try cobs. Those rejected are invariably left by the farmer, not being worth carrying away, and are used in the factory furnaces for fuel. The good cobs are then sawed by small circular saws to the right length for turning, one big cob making two pipes. The boring follows. The piece of cob is placed in a cup that holds it tightly, and an inch auger connected with a rapidly revolving shaft is brought down through the cob's center for a specified distance. This is done wonderfully fast by boys, who have become proficient from practice. With one hand they jam the cob in the cup, bring down the auger with a movement of the lever by the other hand, and in a twinkling it is over. Almost as fast as they can be counted the sawed pieces of cobs are bored.

The turners next take the pieces. There are two shapes to the pipes, the "pear" and "straight." The first swell in the center and are rounded at the bottom; the others are only smoothed, the natural contour of the cob being left unchanged. The turners are experts. They have no pattern, but are guided by their eye and the condition of the cob. The piece already bored is placed on a spindle, the other end having a spring bearing that gives the pressure to hold it steady. With a turning tool the cob is cut down to the firm body, and the shape given, exactly as in wood turning. The fastest turner in the factory can do 3,000 pieces in a day of ten hours, but the average for the six men engaged in this particular part of the work is 2,500. They are paid \$1 per 1,000.

The next step involves the patent looked upon as throwing the law's protection around the company's interests. The fillers, so called, carry it out. They are boys who fix the bored and turned pieces of cobs on spindles similar to those used by the turner, grab a handful of plaster of paris and clutch the revolving embryo pipe. A jar of water sits over their hand, so fixed that a tiny stream

flows down and moistens the plaster. One grab, presto! all the irregularities of the cob are filled with plaster. The pieces are then dried, sandpapered and shellacked. All is by machinery, and when the shellac is dry the pipes are ready for packing. The amount of plaster or shellac used is trifling. One barrel of plaster will fill 30,000 pipes, and one gallon of shellac will cover them. The stems are of Arkansas cane, and come already cut. Of the factory's capacity, Mr. Weirich said it was intended to make 350 gross of pipes a week, and the shop would run through the year if a sufficient supply of cobs could be had. There was never any accumulation of stock, as the cobs usually came in by the single load and were worked up very fast.

For filling the interstices of the cob the company looks upon plaster of paris as the best thing possible. Many cobs do not have to be filled at all, being large enough to turn down smooth. One early preparation tried was of corn starch and gamboge, but this was not satisfactory. Nothing is done to the inside of the pipes, the cob being left in a natural condition. The new patent filling has chalk, pumice-stone and sulphate of potassium among its ingredients.

FIRES IN ELEVATORS.

The New York *Chronicle's* fire tables contain much instruction in the matter of fire hazards, and an intelligent study of such tables is valuable not only to the insurance companies, but to the business man as well. A late number of the *Chronicle* gives the record of 400 fires in grain elevators and storehouses in the United States in the four years ending with 1887. These show an aggregate loss of property amounting to over \$6,000,000, on which there was insurance to the extent of \$4,284,401. The average property loss was \$15,895, and the average insurance \$10,711. Of these 400 fires, 176 were from unknown causes, 105 were due to exposure, and the number of reported causes was 119. Of the reported causes aside from exposure, incendiarism leads the list with forty-four fires credited to it. Locomotive sparks come next, with twenty-two fires. Friction in machinery follows next with fifteen fires, and lightning with eight fires. The affinity of lightning for elevators is well known. The remaining fires are credited to the usual causes of fires in general, with one, two, three and four fires credited to tramps, spontaneous combustion and the like. A thirteen years' record of fires shows an average annual burning of elevators of seventy-five. One thing noticeable in the above list of causes is the number of fires from locomotive sparks. The table shows that of all reported causes, aside from exposure, locomotives cause one-fifth of the elevator fires. This is astounding in view of the fact that railroads have so often denied the incendiary character of the locomotive; but we believe the locomotive is the cause of more than a fifth of the fires in elevators and flour mills. It is the worst kind of a fire-bug.

THE WORLD'S HARVEST.

According to the subjoined list a traveler might possibly time himself so as to be present at the gathering of harvest in some country of the earth in every month of the year. The various harvest times of the world are said to occur as follows:

January—Australia, New Zealand, Chili and Argentine.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia and Manitoba.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

A DECISION OF INTEREST TO GRAIN MEN.

A decision has just been rendered by Judge Young of the District Court, in a case of interest to both insurance and grain men. It grew out of the destruction of the St. Anthony Elevator plant by fire in July of last year. The plant consisted of the elevator proper and annexes "A" and "C," the former removed 300 feet and the latter 50 feet from the elevator. Pettit, Christian & Co., owners of the "Pettit Mill," had wheat stored with the St. Anthony Elevator Company, and had it insured, or supposed they had, in the State Insurance Company of Des Moines, Iowa. After the fire it developed that the wheat was stored in one of the annexes, while the insurance was written to cover on the elevator, and the company declined to pay in consequence. It was the practice of the elevator company, in issuing receipts for grain stored in the annexes, to stamp "Annex A" or "Annex C" on the face of the receipt, while receipts for wheat stored in the elevator proper were not particularly designated as such. The agent of the insurance company claimed that he was instructed to write so much insurance on grain in St. Anthony Elevator, and did so, supposing the owners of the grain knew where it was stored. The entire elevator plant and contents were burned, and Messrs. Pettit, Christian & Co. brought suit to recover the amount of the policy. The judge decided for them, holding that as the policy did not state specifically what part of the plant contained the grain insured, it covered in any part. The case will be carried to the Supreme Court.

It has been the fashion for several years, in building grain storage, to pursue the plan upon which the above plant was constructed, viz., to provide one main building to contain all the elevating and other necessary machinery, and one or more large storehouses, or "annexes," containing only such machinery as is necessary in filling or emptying the house. This has been notably the plan followed at Duluth and in this city. Some men in both lines of business represented in the case referred to above have taken the decision to mean that any policy of insurance covering such property could be forced to apply to any portion of the plant which might burn, and which might hold grain belonging to the assured, no matter if the policy did specifically state that it covered only on a certain portion of the plant, which either might not burn, or in which the assured might not at the time have any grain. This would be too manifestly unjust to the insurance companies. To put it plainly, it would be compelling them to assume two or more hazards for only one premium consideration. As they cannot be compelled by law to do business at a loss, this construction of the decision, if followed out, would result in the making of radical changes in methods of writing insurance on this class of property, which would increase the cost to the insured enough to recompense the companies for their increased liability.

As a matter of fact, Judge Young's decision has no such significance. Carelessness was evident, either on the part of the assured in ordering the insurance, or on the part of the agent in writing it, and the question for the judge was to locate the responsibility. His decision throws it entirely on the agent. Whether just or not, it is in line with the usual practice of the courts in deciding between insurance companies and their policy holders, viz., to uniformly favor the latter. It will have a beneficial effect in causing both grain and insurance men to be more careful as to how such insurance is written. The lack of care in this highly important matter, not only in grain, but in all other lines of business, is a crying evil. Not one man in ten becomes familiar with the terms of the contract he makes with the insurance company, or even takes pains to see if his property is properly located and described. The widest misconception exists as to the nature and extent of the indemnity they pay for. Everything is intrusted to the agent, and even when he is not incompetent or careless, which he too frequently is, there is a liability to misunderstandings, which care on the part of the assured, who has most at stake and the best knowledge of the property he intends to cover, would obviate at the time the contract is entered into. Another suit is pending here which forcibly illustrates this fact. A company operating a line of elevators in the country took out insurance in the usual blanket form, covering the entire line. In making out the schedule of the different houses at the different stations, intended to be covered by the policy, one of them was inadvertently omitted, although the amount of premium paid, and the rate at which it was computed, showed it to have been included. This particular elevator burned, and the companies refused payment on the ground that it did not appear in the schedule, and was consequently not insured. Without raising the question of justice in this case, although it would appear to be very plain, the fact is obvious that, had the assured or the agent exercised proper care, the one in seeing that the policy was properly written, and the other in writing it properly, the trouble would have been avoided. If people would scrutinize an insurance policy as closely as they do a deed or mortgage, or any other contract they make, they would save themselves a vast amount of trouble and loss. It surely is a matter of no less importance, involving, as it often does, thousands of dollars worth of property, liable to destruction by one fire. If treated with the care its importance demands, there would be avoided a vast amount of loss and dissatisfaction on the part of insurers, and annoyance and useless expense on the part of the companies, and this accomplished, a substantial reduction in rates would follow.—*Correspondence Milling Engineer.*

Fires, Casualties, Etc.

Boyd & Fraler, grain dealers, Fresno, Cal., were burned out a few weeks ago.

Mills & Gillis' elevator at Annapolis, N. S., was totally destroyed by fire a few weeks ago.

The distillery of W. O. Harper, at Newport, Tenn., was destroyed by fire a few weeks ago.

Amos Robbins was severely injured while at work in an elevator at Minier, Ill., a few days ago.

A warehouse in connection with Woolner's distillery at Peoria, Ill., burned a few days ago, entailing a loss of \$6,000.

Meeker's elevator at Danbury, Conn., was totally destroyed by fire June 18. A large amount of grain was consumed.

A. J. Bowman's elevator at Densmore, Kan., was quietly laid to rest by a cyclone which visited that place a short time ago.

The brewery of Grazier & Stoll, at Truckee, Cal., was destroyed by fire June 30, entailing a loss of \$8,000; insurance, \$4,000.

The brewery owned by John Weintlandt at Blosser, Wis., burned July 14, with its contents. Loss, \$12,000; insurance, \$6,000.

Haynes & Pendleton's elevator at Chandlersville, Ill., burned recently entailing a heavy loss. There was an insurance of \$1,500 on the building and \$3,000 on the grain.

The grain elevator owned by the Coffeen Mill and Elevator Company at Homer, Ill., was destroyed by fire July 12. It contained about 8,000 bushels of grain. The total loss is about \$15,000.

The elevator of P. Butler at Montour, Iowa, was destroyed by fire June 25. The fire is supposed to have been the work of incendiaries, as it originated inside the elevator. The loss is great and only partially insured.

Richard Prickett's warehouse at Fox Station, Ind., containing 7,000 bushels of grain, was totally destroyed by fire July 14, causing a loss of \$7,000. Insurance, \$3,000. The fire is supposed to have been of incendiary origin.

On the morning of July 13 fire destroyed the elevator at Romeo, Mich., belonging to the Michigan Air Line Railroad. The loss was total, amounting to \$5,000. Seven cars were also burned. E. R. Matthews occupied the elevator. His loss was about \$4,000.

We regret to announce the decease of George Stewart, senior member of the grain and provision firm of George Stewart & Co. of this city. Mr. Stewart was held in great esteem by the members of the Chicago Board of Trade, where he had been prominently and actively engaged in business for thirty years.

Robert Hale, Secretary of the Minneapolis Board of Trade, died very suddenly June 30, as the result of a fall down the elevator shaft at the Nicollet House in that city June 25. Mr. Hale was at one time Superintendent of the Chicago & Alton Railroad, and afterward Superintendent of the Missouri Pacific Road.

Mr. Nichol's large warehouse at Glenboro, Man., containing about 35,000 bushels of wheat, had a narrow escape from fire June 11. The building caught fire either from the elevating machinery or sparks from a passing engine, and was only saved by the strenuous efforts of the citizens of the town who turned out en masse and fought the flames. The loss is small.

The elevator at Aberdeen, Dak., owned by the Farmers' Elevator Company, and leased by Daly & Cleland, was destroyed by fire June 7. About 1,000 bushels of wheat, the property of the lessees, were consumed. The building was erected about three years ago at a cost of \$5,000. There was an insurance of \$4,000 on the structure. The fire is supposed to have originated in the engine room.

We regret to chronicle the death of Hiram Sibley, the millionaire seedsmen, which occurred July 12, at his home in Rochester, N. Y., as a result of several weeks of intense suffering from rheumatic gout. Mr. Sibley was born at North Adams, Mass., Feb. 6, 1807, and by the time he was of age he had mastered five different trades. He was in every sense of the word a mechanical genius. He amassed a fortune and was instrumental in obtaining the \$40,000 subsidy which built the original telegraph line from Baltimore to Washington. Mr. Sibley was the first president of the Western Union Telegraph Company. Thirty years ago he embarked in the seed business in Rochester, N. Y. At the time of his death he owned and cultivated farms in New York aggregating 6,000 acres, and one of 2,200 acres at Sibley, Ill. In 1878 Mr. Sibley bought out the seed firm of Briggs Bros., in Chicago, thus securing his first interest in property in this city; he subsequently built the two largest warehouses in Chicago. He was the founder of the Sibley College of

Mechanical Arts of Cornell University and Sibley Hall for the accommodation of the public library at Rochester. His estate is valued at many millions of dollars.

Chas. E. Hess, president of the Hess Elevator Company of this city, owing to unfortunate speculation on the Board is now confined to his home a raving maniac. Several weeks ago his father, Ernst Hess, who is a wealthy grain dealer and the owner of two large elevators, went to Europe, transferring the management of his extensive business to his two sons, the younger of whom, Frank W. Hess, is secretary of the company. Besides a bank account of \$75,000 which was placed to the credit of the young men, there was a large credit in margins remaining in the bank. After his father's departure Charles developed into a full-fledged "plunger" and stirred up the corn market at a lively rate. His affairs became seriously complicated and he was soon involved to the extent of 3,000,000 bushels or more. His brother, however, at this juncture took matters into his own hands and drew out with a net loss of about \$6,000. By this time Charles had become violently insane and it is feared that he will not regain his reason. His father has been notified of his condition and is now on his way home.

ITEMS FROM ABROAD

It is estimated that France will have a deficit of 50,000,000 bushels in her wheat crop this year.

The Cortes of Spain has rejected, by a vote of 134 to 36, proposals to increase the duties on foreign agricultural produce and cattle.

Leopold Sterner, a member of a large grain firm of Pesth, Hungary, absconded recently after having forged bills to the amount of \$200,000.

The *Mark Lane Express* of July 9 says that English wheat is steady, and that corn in Liverpool is scarce. Foreign wheat is reported stronger.

The official reports of Russian crops are favorable, and indicate yields above the average. The winter wheat prospects are very promising, and spring crops are also in excellent condition.

The Argentine Republic in 1886 exported 231,000 tons Indian corn, 38,000 tons wheat and 38,000 tons linseed, against 361,000 tons Indian corn, 238,000 tons wheat and 81,000 tons linseed in 1887.

The syndicate who are attempting to run a corner in corn at Vienna and other Austrian cities are in danger of coming to grief, for the bears have been purchasing corn at the Lower Danube and sending it up to Vienna and Budapest in order to undersell the bulls, who hold at those two points more than 4,000,000 bushels.

It is reported from Mannheim, Germany, that rye is selling there at 50 per cent. above the price in London, and that bread is 40 per cent. dearer there than in the English Capital. Other breadstuffs are said to range 25 to 40 per cent. higher. The difference is due to the heavy import duties imposed by the German government.

The receipts of oats in London have recently been enormous. In one week they amounted to nearly 1,500,000 bushels, and since the commencement of the cereal year, September 1, 1887, the quantity of native and foreign received into London alone have amounted to about 15,000,000 bushels. London is the emporium of the foreign import oat trade.

In consequence of the continued frauds in seeds, the French government will create a board of inspectors of farm seeds offered for sale. The penalties for fraud will be very severe, and the compensation allowed to farmers injured by such transgression of the law will be exceedingly liberal. A commission will visit Germany to investigate the workings of the pure seed law there.

Beerbohm estimates that there will be a deficiency of the wheat crops of the United States, France, Hungary and Italy of 106,000,000 bushels. Against this he estimates that the crop of Russia will be 32,000,000 bushels larger than that of last year. In the United Kingdom, Spain, Roumania and Turkey the crops promise about the same as last year. India has grown 30,000,000 bushels more than last year, but the necessity of replenishing the reserve stocks reduces the export surplus. Chili's crop is about one-third short. In Australia the crop exceeded that of last year by about 8,000,000 bushels.

According to the United States Consul at Sweden it appears that corn is the only breadstuff imported in quantity directly to that country from the United States. The other breadstuffs, wheat and wheat flour, are supplied by Germany, Great Britain, Denmark, Belgium and Norway. These products undoubtedly are originally from the United States and are re-exported into Sweden from the countries named. The quantity of corn shipped directly to Sweden from America for the year 1886 was only one third of the quantity sent in 1885. Nearly forty-five million pounds were imported during the latter year, due to short crops in the Scandinavian Peninsula.

THE EXCHANGES.

The Chicago Board of Trade will hold no afternoon sessions this month or in August.

Tickets of membership to the New York Produce Exchange have fluctuated from \$1,400 to \$1,500.

At a meeting held at the Merchants' Exchange, Buffalo, N. Y., on Monday, July 2, a committee consisting of three carriers and three shippers was appointed to consider if any alteration in the demurrage clause of the present canal bill of lading is needed, and if so, to make the necessary changes. Many changes have been made in tolls, elevator rates, etc., since the adoption of the above mentioned clause, rendering it unsatisfactory to carriers.

The *Journal* of Indianapolis, Ind., proposes that other business men than the grain dealers have a "finger in the pie," as regards the manipulation of the Board of Trade in that city. Heretofore that organization has been given up chiefly to the grain men, who have reaped the benefits of it, while other business enterprises in the city have, for some reason, failed to take advantage of it. An effort will soon be made to have all classes of trade join in the use of the organization, and thereby extend its influence.

The Kansas City Board of Trade is now domiciled in its elegant new building, the transfer from the old quarters having taken place July 1. On Monday, July 2, a formal meeting was held, and a new board of directors elected. The new board is virtually a re-election of the old one. The financial and business reports for the past year were presented to and accepted by the new board. The bucket shop question threatened to be a disturbing element at the very outset of its career, but was promptly suppressed. At a meeting held July 3, the directors confirmed a part of the grain committee nominated by the executive committee. H. F. McLean and Charles H. Williams were appointed to the inspectorship. The grain committee will consist of five competent men.

Figures furnished by the Secretary of the Corn Exchange of Montreal, Quebec, show that there has been a great falling off in the shipment of grain and provisions from that port during the present year. Navigation has only been opened for two months, and already a total decrease of 2,649,622 bushels is noticeable. Corn and barley are the only shipments in which an increase is visible, the increase in the former being 229,857 bushels and in the latter 292 bushels. Not a single bushel of rye has been shipped this year, against 104,986 bushels for 1887, while a year ago at this time 2,322,559 bushels of wheat had been exported, against 843,218 this year, making a decrease of 1,479,341 in two months. Last year 329,666 bushels of oats were shipped, against 26,666 bushels this year, a decrease of 302,900 bushels. These figures refer to the months of May and June only.

During the months of July and August the grain committee of the New York Produce Exchange will enforce the rule against curb trading. "Heretofore," says *Traf-ton's Reporter*, "after the close of the regular session of the Exchange, the patrons of the wheat pit would adjourn to the corridors of the Exchange building and continue dealing until a late hour in the afternoon. Their excuse has been that the late trading session on the Chicago Board absolutely necessitated an open market here. This explanation has heretofore been accepted as reasonable, and the violation of the Exchange rules thereby has been winked at. Now, for the next two months trading on the Chicago Exchange will be limited to the morning hours and fully covered by the regular time limit of the New York market; consequently Mr. Kneeland's announcement was accepted by the trade without opposing comment, and the trading will henceforth be promptly suspended both on and off the floor at the regular 2:15 p. m. closing."

Regarding the rumored trading in privileges by members of the Chicago Board of Trade, Secretary Stone says: "There is no specific rule providing for the punishment of those selling privileges or puts and calls in the rules of the Board of Trade, any more than there is a rule against theft or any other crime. The State statutes provide for the punishment of gamblers, and the sellers of privileges are included in this class of law breakers. It is no more the duty of the directors of the board to investigate rumored transactions of this nature than it is its duty to hunt up the committers of a burglary. But when the evil becomes extensive, it is usually investigated by our officers, and once in awhile a transgressor is disciplined. If charges are made against any member of the board, that he has been a party to any illicit transaction of this nature, or any other nature for that matter, the board of directors will take action, although, as I have said, it is not obligatory on them. If the selling of puts and calls is so frequent as has been stated, it is quite likely that at the next meeting of the board of directors, the matter will be considered."

Fears are entertained of another famine in India; crops are withering and cattle dying for want of rain, and prices of food have begun to rise.

ELEVATOR AND GRAIN NEWS

A new elevator is projected at Hickson, Dak.

A grain elevator is wanted at Agency, Iowa.

Bell Bros., Fairview, Kan., are erecting an elevator.

Corey F. Wood, grain dealer, Chicopee, Mass., has sold out.

H. D. Towner, Hays City, Kan., is improving his elevator.

W. H. Harris will erect an elevator at South Hutchinson, Kan.

Emil Mink, Richmond, Ind., will build an addition to his brewery.

T. C. Adams of Keatchie, La., has erected a corn mill at that place.

Lytle & Cochran will erect a 200 barrel corn meal mill, at Lytle, Tex.

Snavelly Bros., dealers in grain, etc., Keswick, Iowa, have sold out.

W. G. Baker & Co., Winchester, Va., are building a grain elevator.

Gooderham & Worts are erecting a new grain elevator at Toronto, Ont.

Robb & Thomas, grain dealers, etc., Pomeroy, Wash. Ty., have sold out.

Gill & Fisher, grain dealers, Baltimore, Md., have dissolved partnership.

Henry Fluke of Everet, Kan., will erect an elevator at Belleville, that state.

J. M. Murray, Eureka, Ill., will run his elevator by train in the future.

A. P. Finley & Co., grain dealers, Sherman, Tex., have dissolved partnership.

Schmidt & Bro., Cincinnati, Ohio, will build an addition to their brewery.

Simonds, McCoy & Co., grain commission, Kansas City, Mo., have sold out.

Hazlewinkle & Co.'s new elevator at Merna, Ill., is rapidly nearing completion.

The Union Grain Company of Chanute, Kan., is erecting a three-story elevator.

A new elevator of 30,000 bushels' capacity is in course of erection at Birthoud, Col.

Paton & O'Farrell, grain dealers, etc., Milford, Iowa, have dissolved partnership.

James Seignious, Charleston, S. C., will purchase machinery for a broom factory.

The Montgomery Cotton-Seed Oil Works at Montgomery, Ala., are being enlarged.

J. N. Wooliscraft & Co., grain commission, Cincinnati, Ohio, have dissolved partnership.

John T. Norris and John S. Calhoun will establish a broom factory at Cartersville, Ga.

Andrew & Marvin, grain dealers, Oregon, Wis., are succeeded by Marvin & O'Connor.

M. L. Crittenden & Son, grain commission, Buffalo, N. Y., have dissolved partnership.

The Mansfield Milling Company of Mansfield, Tex., will build a 10,000-bushel elevator.

A stock company is being organized at Belwood, Ont., for the erection of a grain elevator.

Negley & Wilson are successors to W. H. Negley in the grain business at Walnut, Iowa.

A large seed warehouse will be erected at Vidalia, La., by the Southern Cotton Oil Company.

The Macon (Ga.) Oil and Fertilizer Company will erect a cotton-seed oil mill at Milledgeville, Ga.

Barclay & Robertson, grain commission, etc., San Francisco, Cal., have made an assignment.

A new elevator is to be built in connection with the "Meramac Flouring Mill" at St. Louis, Mo.

The Mahoneyville Distillery Company of Portsmouth, Va., will increase the capacity of their plant.

E. Kyle & Co., Huntington, W. Va., want estimates on prices for machinery for a corn and feed mill.

William W. Smith is successor to Smith, Northrop & Co., in the grain business at Philadelphia, Pa.

Two new elevators are in course of erection at Neche, Dak., each having a capacity of 40,000 bushels.

The *Republican* of El Dorado, Kan., states that two farmers in the vicinity of that place are delivering 10,000

bushels of wheat of their own raising to the mills there. Eighty-five cents per bushel is the price paid.

A. F. Jones, formerly of Alta, Iowa, has removed to Pratt, Kan., where he will erect a large elevator.

The Pioneer Mills Company of Abilene, Tex., will enlarge their elevator to double its present capacity.

Nels Pederson of Brownsdale, Minn., will have charge of Cargill Bros.' elevator at that place after Aug. 1.

Capital stock for the North Platte (Neb.) Elevator Company has been subscribed to the amount of \$75,000.

John Vanatte, Kentland, Ind., has been supplied with a horse power by The Frost Mfg. Co., Galesburg, Ill.

A. D. Wilcox & Co., grain dealers, etc., Fort Atkinson, Wis., are succeeded by Wilcox & Richards Company.

The Grand Trunk elevator at Midland, Ont., is to be rebuilt and its capacity increased by 250,000 bushels.

The Southern Cotton Oil Company of Houston, Tex., are improving their mill by putting in new boilers, etc.

The Manhattan Brewing Company of New York City has been incorporated with a capital stock of \$300,000.

Newsome & Ligon, La Grange, Ga., contemplate forming a stock company to operate their grist and feed mill.

It is reported that the C. K. & N. Railway Company will erect a 100,000-bushel elevator at Clifton, Kan.

Two large new elevators, with a combined capacity of 1,300,000 bushels, are to be erected at Thunder Bay, Ont.

A. J. Rooks, Somerville, Tenn., wants estimates on prices for machinery for a medium sized cotton seed oil mill.

Henry W. Brooks, grain commission, etc., Jacksonville, Fla., is succeeded by the Brooks Livingston Company.

A general jubilee was held at North Bend, Neb., recently on the completion of the Farmers' Elevator at that place.

D. R. Putnam, Ashton, Dak., has been supplied with a Paige Horse Power by G. W. Crane, Minneapolis, Minn.

The Arkansas City Milling Company, Arkansas City, Kan., are building an elevator of 90,000 bushels' capacity.

The Oak Mountain Variety Works, Woodbury, Ga., want estimates on prices for machinery for a broom factory.

The Star Flouring Mills of Galveston, Tex., have increased their capital stock to \$500,000, and will build an elevator.

Mr. George Hall, Virden, Man., will increase the capacity of his flouring mill, and also build a large grain elevator.

The Sherman Oil and Cotton Company of Sherman, Tex., has increased its capital stock from \$80,000 to \$150,000.

New Bremen, O., has just purchased 500 feet of the New York Belting and Packing Company's cable cotton fire hose.

Frank Zengel, New Orleans, La., wants estimates and prices for a corn mill, including the necessary shafting, pulleys, etc.

The Demopolis Oil Company of Demopolis, Ala., are improving their cotton-seed oil mill and increasing their storage capacity.

E. D. Vorhes, Cushing, Iowa, has placed his order with The Frost Mfg. Co. of Galesburg, Ill., for a complete horse power outfit.

Work on the two new elevators at Port Arthur, Ont., has commenced, and both buildings are expected to be completed by Nov. 1.

J. Stern, proprietor of the Barton Spring Mills, Austin, Tex., is organizing a \$250,000 stock company to erect a brewery at that place.

The Center Grain and Lumber Company has been incorporated at Guthrie Center, Iowa. Suitable buildings will be erected at once.

W. T. Huguley and others of La Grange, Ga., have organized a company for the erection of a 30-ton cotton-seed oil mill, ginnery, etc.

The Ferd. Heim Brewing Company of Kansas City, Mo., will erect a brick elevator 65x130 feet in size, and 75 feet high, to cost \$50,000.

The business men and farmers of Millbank, Dak., have decided to build an elevator at that place, to buy and ship the wheat of the stockholders.

R. B. Skinner, Albert Lea, Minn., has ordered a 35-horse power engine and a 40-horse power boiler of The Frost Mfg. Co., Galesburg, Ill.

An elevator with a capacity of 20,000 bushels, with a warehouse attached of 7,000 bushels' capacity, is in course of erection at Heron Lake, Minn.

B. P. Hutchinson has rejoined the ranks of the grain shippers on 'Change in this city. Many years ago he was a prominent figure in the vessel crowd, but he dropped out of the trade some years ago apparently for

good. Recently he made a shipment of 46,000 bushels of corn to Buffalo.

N. Brass & Co., Glasston, Dak., are building an elevator. They have placed their order for machinery with G. W. Crane, Minneapolis, Minn.

The Cumberland Valley Railroad Company (office, Chambersburg, Pa.) are converting their warehouse at Greencastle, Md., into an elevator.

The Schumacher Milling Company of Akron, Ohio, will shortly begin the erection of a 200,000-bushel elevator, to be completed about Sept. 1.

Lord, Webster & Emerson, wholesale grain dealers, etc., Boston, Mass., have dissolved partnership. Lord & Webster will continue the business.

It is estimated that of the 1,500,000 bushels of corn produced in Kankakee county, Ill., last year, about one-fifth is still in the producers' hands.

E. B. Wheelock, Alexandria, La., can give information in regard to the large cotton-seed oil mill to be erected there by a \$100,000 stock company.

H. J. O'Neil of Winona, Minn., has purchased the line of elevators along the Midland Road, formerly owned by the late Mazeppa Milling Company.

E. R. Ulrich, a prominent grain dealer of Springfield, Ill., has associated his son Edward with himself in the grain business at Illiopolis, this state.

W. C. & L. Lanier and others will at once erect a cotton-seed oil mill of thirty tons' capacity at West Point, Ga. They want prices on machinery.

M. H. Wilson of Litner and F. V. Dilatash of Monticello, Ill., have leased the Hubbell Elevator at the latter place, and will take possession July 15.

The warehouse at Aberdeen, Dak., formerly owned by C. C. Wolcott & Co., has been attached by Eastern parties seeking to recover amounts due them.

John Schunk, who has for many years been engaged in the grain business at Morton, Ill., will shortly take charge of an elevator at Deer Creek, this state.

Maus & McNabb, Douglass, Kan., have purchased the elevator of W. W. Thompson & Son at that place, and will run it in connection with their mill.

W. N. Hotson, Kragens, Minn., has purchased a Paige Horse Power, machinery, etc., for a 25,000 bushel elevator, of G. W. Crane, Minneapolis, Minn.

Osborne Bros., grain and provision exporters, New York City, have dissolved partnership. The new firm has been organized under the same style.

An addition has been built to the elevator owned by the Brunswick Elevator Company at Beattie, Kan., which gives them 20,000 bushels more capacity.

The Hunt County Co-operative Milling Association, who are erecting a flouring mill at Greenville, Tex., will include a 100-barrel corn mill in their plant.

H. C. Cole & Co., millers, Chester, Ill., are building an elevator with a capacity of 120,000 bushels, in addition to their old one, which holds 90,000 bushels.

A. E. Thornton of Atlanta, Ga., contemplates purchasing the Elberton Cotton-Seed Oil Mill at Elberton, that state, and greatly increasing its capacity.

E. Dunwoody & Co., dealers in grain, etc., Philadelphia, Pa., have dissolved partnership. Chas. Dunwoody will continue the business under the same style.

The Augusta Oil Company of Augusta, Ga., will improve their cotton-seed oil mill at a cost of about \$7,000. The capacity will be increased to fifty tons per day.

Marshall, Minn., has three large grain warehouses, and the Winona & St. Peter and Manitoba Railroad Companies will each erect large elevators there this season.

Pratt & Porter are putting Paige engines and machinery in their elevators at Britton and Ashton, Dak., purchasing the same of G. W. Crane, Minneapolis, Minn.

Weir & McMillan, Everly, Iowa, have purchased a 10-horse power engine, a 15-horse power boiler, and a complete elevator outfit, of The Frost Mfg. Co., Galesburg, Ill.

W. H. Morris, Thompson, Dak., has placed his order with G. W. Crane, Minneapolis, Minn., for a Paige Horse Power, machinery, scales, etc., for a 20,000-bushel elevator.

A. E. Pease, Kelso, Dak., has placed his order with G. W. Crane, Minneapolis, Minn., for a Paige Horse Power, machinery, Chicago scales, etc., for a 30,000-bushel elevator.

Several grain elevators are wanted at Ogallala, Neb., says a local paper. It is claimed to be one of the most favorable points in the state for the establishment of elevators.

J. B. Neizer, Ft. Wayne, Ind., has ordered of The Frost Mfg. Co., Galesburg, Ill., a 15-horse power engine, a 20-horse power boiler, and a full outfit of elevator machinery.

The Toronto, Ont., *Globe* in its issue of July 11, says: "About the only thing our grain shippers have been doing lately is the handling of Duluth and No. 1 Northern spring wheat. All other grades appear to be too high for the British markets. In fact, the supply of Ontario

fall and spring wheats will not likely be more than is necessary for home wants. The stocks in the hands of farmers were probably never smaller than at the present time."

The Gottschalk Company has been incorporated at Baltimore, Md., with a capital stock of \$200,000, to manufacture and deal in whiskies. They will erect a large distillery.

A final settlement was made July 11, in the assignment case of L. Van Inwegen & Son, grain dealers, Hastings, Minn., and Mr. Inwegen is once more in possession of the elevator.

Wyatt & Wallace Bros. of Embree, Tex., will put in a Noye Roller Corn and Feed Mill. They report a good trade in corn, and say the outlook for wheat in their section is good.

E. W. Herman of Louisville, Ky., J. H. Plank, Chicago, Ill., and A. J. Schweens, Cincinnati, Ohio, have formed a \$50,000 stock company to build a brewery at Augusta, Ga.

O. L. Marfield & Co. have placed an order with Simpson & Robinson, elevator builders, Minneapolis, Minn., for a 30,000 bushel elevator at Groton and another at Ferney, Dak.

H. Jay Stedman has purchased the Hoople Elevator at Sauk Center, Minn., and is getting it in readiness for the fall trade. The elevator will be under the management of A. E. Erwin.

The Peru Elevator Company has been incorporated at Peru, Ill., with a capital stock of \$25,000. The incorporators are George D. Ladd, Henry Billingshausen, and Joseph Reinholdt.

The Northern Pacific Elevator Company are rebuilding their elevator recently burned at Mapleton, Dak., placing their order for the machinery with G. W. Crane, Minneapolis, Minn.

R. Yeisley, Woodbine, Iowa, has placed his order with The Frost Mfg. Co., Galesburg, Ill., for a 15-horse power engine, a 20 horse power boiler, and a complete outfit of elevator machinery.

The L. C. Porter Milling Company of Winona, Minn., will erect a 100,000-bushel elevator near their present one at a cost of \$7,000. The building will be 45x55 feet in size and 80 feet high.

The South Branch Elevator Company of Carson, Neb., have made some valuable improvements to their elevator, and Hodgson & Co. of that place, are making a large addition to their elevator.

The Spring Valley Elevator Company, Spring Valley, Ill., has ordered a 15 horse power engine, a 25-horse power boiler, and a complete elevator outfit, of The Frost Mfg. Co., Galesburg, Ill.

Mr. R. P. Wood, grain dealer, Colfax, Ill., was married Thursday evening, July 5, to Miss Alice Smith of Chenoa. The AMERICAN ELEVATOR AND GRAIN TRADE offers its congratulations.

B. A. Ostrom, E. D. Powell and W. J. Boyce of Louisville, Ky., have incorporated the Belle of Bourbon Company, with a capital stock of \$50,000, to engage in the manufacture of whisky, etc.

The Sacred Heart Produce Company of Sacred Heart, Minn., have ordered a Paige Horse Power and complete outfit of machinery of G. W. Crane of Minneapolis, Minn., for a 30,000 bushel elevator.

The Farmers' Exchange, Webster, Dak., is building a 20,000 bushel elevator, using the Paige Horse Power and complete outfit of machinery. G. W. Crane, Minneapolis, Minn., supplied the machinery.

John H. Downing, Granville, Iowa, has been supplied with a 15-horse power engine and 25-horse power boiler complete, and a full outfit of elevator machinery, including 220 feet of Harrison Conveyor.

O. J. Palmer, a farmer in the vicinity of Arkansas City, Kan., harvested 360 acres of wheat which averaged thirty bushels to the acre, or 10,800 bushels in the aggregate. This is a very good showing.

The Columbia Oil Mill & Fertilizer Company has been incorporated at Columbia, S. C., with a capital stock of \$25,000, to erect an oil mill and fertilizer factory. H. M. Gibson is interested in the enterprise.

The St. Edward Farmers' Alliance has been organized at St. Edward, Neb., with a capital stock of \$6,000. An elevator and stock yards will be erected at once. William Flory is president of the association.

The wheat export from Portage Plains, Man., this year has been enormous, and besides the grain already marketed, it is estimated that there are yet fully a quarter of a million bushels in the hands of farmers.

The Standard Guano and Chemical Manufacturing Company, New Orleans, La., are adding a large cotton seed oil mill to their works. It is 200x150 feet and will have a daily capacity of from 75 to 100 tons.

Ogilvie & Co., of Winnepeg, Man., are building four new elevators in the southern part of that province, each having a capacity of 50,000 bushels. That firm will handle over 5,000,000 bushels of wheat this year.

Alexander McDougall, manager of the Montreal Elevating Company, Montreal, Quebec, says that of the four elevators owned by his company, only six of them have been in commission this season, and these six do not

work on an average of two days per week each. Grain for Europe is going by way of New York. He advocates unrestricted trade with the United States as the remedy for this state of affairs.

A. O. Murphy is interested in a company now being organized at Barnesville, Ga., to build a cotton-seed oil mill. The company will have a capital stock of \$12,000, and will have their plant in operation about Nov. 1.

John Butler, Ellsworth, Minn., has been supplied with a 35-horse power engine, a 40 horse power boiler, and all the machinery, including a Coker Steam Shovel, for a 75,000-bushel clearing house by The Frost Mfg. Co., Galesburg, Ill.

The Brown & Skinner elevator at Albert Lea, Minn., will shortly be converted into a flouring mill of 75 barrels' capacity. Robert Skinner is now the sole owner of the property. Barnard & Leas Mfg. Co., of Moline, Ill., have the contract.

The Brooklyn (N. Y.) Grain Warehouse Company has been incorporated with a capital stock of \$100,000. The trustees are: James S. T. Stranahan, A. E. Orr, E. B. Bartlett, Edward Annan, R. H. Laimbeer, J. B. Martin and Marker Maclay.

On Wednesday morning, July 4, the first consignment of grain from the recently erected grain elevator of the Fitchburg Railroad Company at Rotterdam Junction, N. Y., was shipped over that line to Boston. The train comprised twenty-six cars.

It is reported from Sedgwick county, Kan., that never, not even during the big wheat years of 1875 and 1876, has there been such magnificent wheat grown as is now being harvested in that locality. The yield is not only large, but the grain itself is perfect.

Geo. H. Hunter has just completed the building of a 12,500-bushel elevator at Wellington, Kan., and the Rock Island Railroad Company is building one there. Kansas will probably have a boom in elevator building this year, owing to her bountiful harvest.

Ota Wolcott, the young daughter of C. C. Wolcott, the prominent elevator man of Minneapolis, Minn., is lying very ill at St. Joseph's Convent in St. Paul. Her father, who has been abroad for some time, is now en route home, but it is not expected that she will live until his arrival.

The elevators of Indianapolis, Ind., June 30, 1888, contained 198,864 bushels of grain, against 52,015 bushels for the corresponding date in 1887. There were 13,056 bushels of wheat 51,732 bushels of corn, 64,004 bushels of oats, and 2,067 bushels of rye in store in excess of last year.

The Winnipeg (Man.) Board of Trade reports that the barley crop of last season in the province amounted to 2,000,000 bushels; a large proportion of the grain sent to Ontario was graded as No. 1, weighing 49 pounds to 53½ pounds to the bushel, whereas the highest standard barley of Ontario weighs only 44 pounds to 49 pounds.

A dispatch from Port Arthur, Ont., dated June 25, says: In the past two weeks 413 cars of wheat have arrived and been inspected here, making 70,500 bushels arrived since navigation opened. The total amount of wheat now in the elevators is 1,500,000 bushels. Fully 400,000 bushels will be shipped this week if the vessels expected arrive.

The firm of Sidwell, Wagner & Co., doing a commission business and operators on the Chicago Board of Trade, failed a few days ago for about \$5,000. It is said that a recent suit was decided against them for \$9,000, and the continued decline of prices, with slow settlements on the part of country customers contributed to the result.

The Winona Mill Company of Winona, Minn., will build a new elevator adjoining their present one, doubling its capacity. It will be iron clad, 45x55 feet on the ground, and eighty feet in height. Its capacity will be 100,000 bushels. The cost of the structure is estimated at \$7,000, and it will probably be in running order by Sept. 1.

Omaha, Neb., has a 300,000-bushel elevator in sight. It is to be erected by E. P. Iler for the "Whisky Trust," and will be used mainly for corn. This will make Omaha a purchasing as well as a distributing point for the large quantity of corn required by the Western Distillers' Association, and will greatly increase the importance of her grain trade.

The New Orleans (La.) Rice Milling Company will erect a five-story rice mill, to have a daily capacity of 800 barrels, and an elevator 60x60 feet, and a warehouse 40x80 feet, three stories in height. The plant will cost \$85,000. D. Einsiedel of that city, has prepared the plans. The company is composed of a syndicate of capitalists of St. Paul, Minn.

C. M. Jaques of Ord, Neb., is perhaps the largest elevator owner west of Chicago. He has elevators at Burwell, Greely Center, Farwell, Ashton, Loup City, Sargent and Arcadia, Neb. These elevators have a capacity of over 40,000 bushels of grain each, and represent an investment of upward of \$150,000. Mr. Jaques will shortly begin the erection of a new elevator at Ord.

Since July, 1887, the Farmers' Union at Oakland, Neb., has bought 119,000 bushels of corn, refusing fully 20,000 bushels in that time, as the supply was greater than their accommodations. Their business has amounted to \$38,000 the past year, and they claim to have been instrumental in making prices from 2 to 3

cents higher there than in the surrounding markets. They will build a \$5,000 elevator at Oakland this season.

The grain firm of Porch & Adams at Cabery, Ill., are \$25 out of pocket, but way ahead in experience, compared to what they were a few days ago. A man calling himself Fred Shultz presented himself at their office recently, stating that he lived near the town, and had \$25 worth of corn to sell. With a confidence worthy of a better object, the firm advanced him the money, and he has not been seen since—neither has his corn.

Among the most prominent business concerns of Genoa, Neb., is the Genoa Elevator Company, which was established in that city in 1881 with a capital stock of \$10,000. The elevator has a storage capacity of over 100,000 bushels of grain, and a handling capacity of 14,000 bushels. Mr. A. E. Kent of Chicago is the owner of the elevator, and Mr. E. L. Burke is the business manager. They do the bulk of the business for that section of the country.

The Minneapolis Tribune in a recent issue had the following to say of a firm having large interests in Minneapolis: "The grain house of G. W. Van Dusen & Co. is one of the oldest and ranks next to the largest in the Northwest, if not in the country. Mr. Van Dusen, the head of the house, came to Rochester in '64, when the Rochester and St. Peter Railway was being built, and commenced the purchase of grain. At that time the railroad company owned the elevators, and he handled grain through their houses. Wheat growing then was the leading industry, and farmers were getting rich on from 25 to 35 bushels to the acre, ranging from \$1 to \$2 per bushel. In '71 he began to operate independently. He bought all the elevators on the road to Waseca, except at Owatonna, and began to build more himself. In '74 he took C. H. and R. W. Chadbourne into partnership, and the new firm pushed the work of building elevators until every town on the road, and its branches of any size, west to the Missouri, and north and south in Dakota had an elevator owned by them, beside one at Minneapolis of 1,800,000 bushels' capacity. The firm now handle 4,000,000 bushels of grain a year. More than half their purchases now go to Minneapolis, where they are sold to millers and Eastern buyers, and where they have now an extensive branch department under the charge of C. M. Harrington. The capital and money used in the business now amounts to over \$2,000,000 yearly. The firm, which is composed largely of the three gentlemen named above, have also a half interest in the house of Van Dusen & Elliott of Duluth. Mr. Van Dusen was Mayor of Rochester in 1875, but since that time has attended strictly to his immense business, and let politics alone. The secretary of the company is A. Harrington, who has been in the house seventeen years, and who has charge of the accounting, and understands thoroughly the details of the business. The house has always been a fair dealing one, and enjoys a high reputation among the farmers."

THE WOLCOTT ASSIGNMENT.

The announcement of the assignment of C. C. Wolcott of Minneapolis, Minn., on Saturday, July 7, fell like a thunderbolt from a clear sky, in local milling and grain circles. The assignment was precipitated by the suit of D. B. Doty & Co. of that city, to recover \$9,000 which they claim to have loaned Mr. Wolcott. The latter is now traveling in Europe, but has been telegraphed for and will shortly return home. There are some peculiar features connected with the case. The assets are claimed to be \$100,000, while the liabilities do not aggregate more than \$25,000. However, investigation has shown that the property, which includes an interest in about twenty warehouses and elevators, stock in the First National Bank at Larimore, Dak., and a large amount of real estate, has within the past few months been transferred to different parties.

Mr. Doty has of late been associated with Mr. Wolcott in business, and, since the latter's departure abroad, has had charge of his financial affairs, signing all checks on Mr. Wolcott's bank account. It is claimed by Mr. Wolcott's attorney that Mr. Doty's claim is really not more than \$2,000 or \$3,000, and that he, Mr. Doty, has been drawing checks on Mr. Wolcott's bank account to straighten the debts which the latter owed him. The principal liability, aside from Mr. Doty's claim, is outstanding wheat checks to the amount of 3,000 or 4,000 bushels, owed to farmers. The assignee says that the liabilities are practically nothing, and will be paid dollar for dollar.

Mr. Wolcott was to be general manager of the Scandinavian Elevator Company, and when he began his duties he was to discontinue his own elevator business. It was expected that the new company would purchase the majority of the Wolcott elevators. Mr. Wolcott, on hearing the report that he had joined the Scandinavian Elevator Company in order to be able to sell his property to them, promptly sent in his resignation to the board of directors. His resignation was accepted.

Prior to Mr. Wolcott's departure for Europe he left papers with friends in New York giving John F. McGee of Minneapolis power of attorney, in case action was brought by any of his creditors. Mr. McGee says that the bitter feeling between Mr. Wolcott and his competitors in the wheat business gave him reason to suspect that they would do something in his absence, hence he prepared for an emergency by getting out the necessary papers giving the power of attorney. The case will be watched with considerable interest by elevator and grain men.

THE AMERICAN ELEVATOR AND GRAIN TRADE.

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HARLEY B. MITCHELL, - - - Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1888.

SIX YEARS.

Six years ago the AMERICAN ELEVATOR AND GRAIN TRADE was launched on the sea of trade journalism. There were wrecks in plenty strewn along the shore, and prophets were not lacking who believed that a paper devoted to grain interests could not succeed. They pointed to the numerous failures of the past as sufficient warning. But we believed we knew the field, and knew that we could give readers and advertisers an honest, unbiased paper. The result has more than answered our anticipations. In six years, the AMERICAN ELEVATOR AND GRAIN TRADE has demonstrated to readers and advertisers its character and value, and now finds itself stronger in every way than ever before.

Great improvements are contemplated in the early future in the character of this journal, but these we will not anticipate, but let performance plead eloquently for a continuance of the patronage of the public.

GRAIN ELEVATORS IN RUSSIA.

Russia has by no means attained that importance in the grain trade for which her natural facilities fit her. One reason is her wretched agriculture, but a more cogent reason is the unsatisfactory method of handling her crops when harvested and the lack of those means which are now common in civilized countries. Some time ago the question of erecting grain elevators at important points in the empire was mooted, but nothing more of the project has been heard of until recently. Now advices from St. Petersburg state that the Minister of the Interior is again taking measures to place Russia's grain trade on a more satisfactory basis. After examining experts, the minister decided to bring before the Council of the Empire, in September, the project of erecting large elevators at all grain exporting points and on the various railways. The state contemplates this work as a public measure. Storage capacity will be provided for 600,000,000 kilogrammes of grain, at an estimated expense of 20,000,000 roubles.

The money for this great work will be raised by a tax on the grain exported from the empire, which amounts to 300,000,000 poods annually, at a rate which would yield an annual income of a million and a half of roubles. It is said that the

Council will probably adopt this measure, as many of its most influential members are already committed to it.

CROP PROSPECTS.

The reports from different sections of the country are conflicting and in some cases contradictory. Wheat apparently has fared better than was anticipated. The Cincinnati *Price Current* sums up the situation as follows: "The interpretation which may be put upon the situation of corn is that it is capable of reaching 1,800,000,000 to 1,900,000,000 bushels under a continuance of favorable conditions to maturity. The oats crop has suffered considerably in various localities from storms, but the losses do not greatly curtail the crop outlook, which now appears likely to approximate 750,000,000 bushels, if the expectations are realized as to filling out of the grain heads. There is room for some disappointment in this particular. The later returns from the winter wheat crop are irregular; in Kentucky, as also some portions of Southern Indiana and Illinois, the harvest results appear to have somewhat enlarged estimates of yield, and in Michigan the crop continues to do so well that expectations are higher; other central and Western districts show no essential changes.

"It is claimed for Pennsylvania, Maryland, Virginia, West Virginia, etc., that the outcome of wheat is better than indicated by the government reports. The official view of the chances of the crop appears to be for about 229,000,000 bushels of winter grain and 179,000,000 of spring, making a total of 428,000,000 bushels. These figures undoubtedly give room for very considerable shrinkage, by the showing of final returns. It is true that the spring crop has been progressing well, maintaining the previous general position, but the lateness of this portion of the crop cannot be ignored as a feature of uncertainty, rendering it more than ordinarily susceptible to drawbacks quite liable to occur."

THE VALUE OF WATERWAYS.

The persistent hostility of many to any improvement in our waterways outside the insane attempts to control the lower Mississippi, shows that many people are sadly in want of information as to the true value of our waterways to the American people. These self-same people who condemn any movement to connect the Mississippi with the Lake region are generally found ready and willing to back up the grand larceny of the River and Harbor Bill, so long as they get a slice of the pork. This is particularly true of Congressmen, who, for the most part, have no qualms of conscience in voting away millions for the benefit of mythical harbors and creeks, and who, nevertheless, cannot see their way clear to countenance any feasible scheme for lifting the burdens from internal commerce by supporting such a project as the Hennepin Canal.

Such a party is Senator Vest of Missouri. This gentleman announces that the day of water transportation is gone, and that "its glory is overshadowed by the railway." Consequently, Senator Vest is opposed to the general government doing anything to connect the lakes with the Mississippi. Undoubtedly the Senator's beliefs are based on the decadence of water transportation on the Mississippi. Apparently he is in dense ignorance of the immense tonnage on the Great Lakes, and the vast quantity and value carried on the Erie Canal, else he would never have made so ridiculous a statement. If Missouri was in the Lake region, Mr. Vest would never get back to the Senate without revising his views on the waterways.

For, it is not only the actual business done on the waterways that tells in favor of the public, but the check they put upon the railroads. Just so soon as the waterways are closed by ice the railways advance their rates. There is exactly one reason, and only one, for this state of things. The railways do it because water competition is shut off. Close the waterways permanently and

railway rates will be raised permanently and maintained. This is mere *abc* to most people, but there are some, like Mr. Vest, who seem not to have mastered this alphabet of commerce.

A POSSIBLE REVOLUTION IN THE GRAIN CARRYING TRADE.

On June 29 a peculiar looking steamer entered Chicago River and made fast at the Empire Warehouse at Sixteenth street. It was the "Rosedale," direct from London, and she made the voyage of almost 5,000 miles in less than a month. The Rosedale is the first vessel to cross the ocean on a voyage to the heart of the American continent, and her successful trip may possess a far-reaching significance.

Last year Haggerty & Co. of Toronto, conceived the project of building the Rosedale. She was built at Sunderland, Eng., is of steel, and is 180 feet long, 56 feet beam, and 21 feet in depth of hold. Her gross tonnage is 1,050, and her triple expansion engines of 1,000-horse power enable her to attain a speed of twelve miles an hour. A section 70 feet long is hereafter to be placed amidship the Rosedale.

For the present the Rosedale will engage in the grain trade on the lakes. In the fall she will be loaded with grain for an English port, returning in the spring, and if successful this will be the commencement of regular trips from the Old World to the unsalted seas of the New. Should the Rosedale prove a success, as seems in every way likely at present, she will be the first of a large fleet which will revolutionize the grain-carrying trade. What then of Buffalo and the Western Elevating Association? Will they buy these ships, tie them up, and pay dividends to the owners?

THE NEW YORK ELEVATOR LAW.

There have been some decidedly interesting developments in the workings of the McEvoy Elevator Law in New York. First and foremost the canal boatmen have made formal complaint to the Attorney General that the elevators at Buffalo and New York are evading the law. Edward Annan and Francis E. Pinto, two of the largest elevator and grain warehousing men of Brooklyn, have been arraigned before a justice charged with violating the elevator act. This was done to test the constitutionality of the law. The other proceedings in the case were in this line—namely, to see whether the state has a right to regulate elevator charges. Another development is that the elevator men of Brooklyn have formed a mild kind of a trust, the object of which is, of course, the defeat of the intent of the McEvoy Elevator Law.

Attorney General Tabor has given his opinion in regard to the McEvoy Elevator Law. He points out the methods by which infraction of the law may be punished, and shows that he has no power to act, the remedy lying in other channels. He states, however, that if the allegations against the Western Elevating Association of Buffalo are true that he will take action in the matter. The Attorney General thinks the law is clearly constitutional.

There is no question that the McEvoy Law has been nullified, and the state has been balked in seeking to regulate traffic on its own waterways. It has taken about twenty years to secure the passage of some such act as the McEvoy Elevator Bill, and it is not likely that the people of New York state will yield now. The legislature is now in session, and most likely something will be done to compel an observance of the law.

GRAIN MEN should notice the advertisement of the grain tester in the advertisement of J. L. Owens & Co. of Minneapolis, which appears in this issue. This is a valuable device for grain men and millers, and Messrs. Owens & Co. will be pleased to correspond with all interested parties.

Editorial Mention.

T. C. FRIEDLANDER, Secretary of the San Francisco Produce Exchange, has our thanks for courtesies received.

THE bears on corn have commenced selling the prospective crop already. They seemed afraid to wait until some of it was out of the ground.

R. W. DAVIS of Sun Prairie, Wis., in renewing his subscription, writes that he has bought the elevator property at that place, hitherto owned by E. A. Geigen.

If you want to buy or sell anything, advertise in our columns. We furnish the advertiser a living constituency with ample purchasing power, and that is as much as any paper can do.

INDIANA feels very good over the outlook for crops. Wheat has turned out much better in many localities than was expected, and most of the growing crops are in fine condition.

GRASSHOPPERS bring more than wheat in Minnesota. A dollar a bushel has been paid for them in the infested counties. About 200 bushels were caught in the oil pans around Perham in one day.

MESSRS. E. & H. C. EDWARDS of this city, in renewing their subscription to the AMERICAN ELEVATOR AND GRAIN TRADE, say: "Continue our subscription for ninety-nine years at above rate. It is the cheapest book in the world for the money."

THE Iowa Railroad Commissioners have cornered the roads in one respect. They have in their possession over five hundred bills of lading showing that the roads voluntarily made lower rates before the law went into effect than the rates fixed by the commissioners.

CONGRESS seems unable to agree to any project looking to a canal across Illinois, to connect Lake Michigan with the Mississippi. Now, if a line could be surveyed that would cross two states instead of one, the canal might go through, even if its cost was twice as great. Blessed be prejudice!

WE have rarely known an instance where grain damaged by fire or water did not turn out better than was anticipated. An instance comes from Kingston. Some grain damaged in a schooner was sold at 17½ cents per bushel. Next it sold for 26 cents. Then to third and fourth parties for 50 and 75 cents.

J. SILAS LEAS of the Barnard & Leas Mfg. Company, Moline, Ill., spent a minute fraction of time in our office a few days since. He reported the business outlook as very favorable. No firm has earned success more than the Barnard & Leas Mfg. Company. They have made their machinery known wherever grain is handled, and the public have been quick to recognize merit and honorable dealing.

THE St. Paul Board of Trade takes no pains to conceal its dissatisfaction with the workings of the Inter-State Commerce Law and opposes the amendments proposed by Mr. Cullom for making the law more effective. They object to placing obstructions in the way of shipping large quantities of grain at exceptionally low rates. They think the idea of wholesale rates as applicable to railway transportation as to anything else. And yet, some of these St. Paul men have vigorously

kicked in the past because Chicago got better rates than St. Paul, though the railways gave them on the very principle which the St. Paul people commend.

THE grain men at Kansas City have inaugurated a vigorous kick against the railroads. They claim that St. Louis and Chicago are favored points as compared with Kansas City. There is little doubt of the justice of the complaint, but are there not a few other things the matter with the grain trade of Kansas City?

A LOCAL paper calls attention to the failures of Milwaukee magnates when they have gone into the Chicago market to corner anything. Well, Milwaukee people are not the only ones who have found a very hard crowd to manipulate at Chicago. Minneapolis, Cincinnati and St. Louis can give consolation to Milwaukee.

THE opening of the Welland and other Canadian canals for a portion of the Sabbath has roused a good deal of opposition throughout Ontario, and it is hinted that the provincial authorities may make a few examples by fining those who break the Ontario law against prosecuting one's ordinary employment on Sunday.

It is a little curious that for the first time in four or five years European orders indicated a bullish feeling over there the other day. The blasted foreigners have been taking a good deal of money out of this country on their bear deals for the past few years, and we trust the course of events will bring some of it back here.

THE Buffalo News thinks that a special session of the New York Legislature should be called to repeal the McEvoy Elevator Law. It attributes the stagnation in boating on the canal to the passage of the McEvoy Bill. It fails to explain how it is that the passage of a bill taking taxes off the grain has operated to make boating dull.

THE lumber called "cull dimension," used largely by elevator builders, is said to be a drug in the market in the Northwest. The elevator builders have been after it "right smart" for several years, and it seems stocked themselves up last fall with sufficient to last them this year. At any rate, lumbermen claim that there is no call for it.

ON July 1 the editorial and business management of Chicago Daily Business passed to W. G. Nicholas, who founded the paper and has been its editor for the last two years and a half. Daily Business has been a successful and useful paper, and such it will no doubt continue to be. It has made its way and deserves all the success it has had.

A SOMEWHAT curious case has come up in a Minnesota court. The Farmers' Union Elevator Company had an elevator burn at Holly, Minn. They want the policy reformed to include this burned elevator, claiming that their policy was intended to cover the house at Holly along with others, but that it was omitted inadvertently from the policies.

THE Boston Transcript in an interesting article on Morocco, tells of a scheme the guleless natives have of keeping the Sultan from appropriating their grain. They hide it in holes dug in the ground, called matamors, and when the Sultan's soldiers appear on the scene in search of forage, the thrifty peasant is able to lift his hand skyward and vow that he has not enough grain to keep his family from starving. Of course the grain rots in the ground, and by the time the Arab finds a market for it there is nothing to sell but a mass of mold, but somehow nothing is learned by the experience and he does the same thing year after year. These matamors are said to be dug in out of the way places by old and decrepit slaves who have outlived their usefulness, and whose owners take this method of getting rid of

them. All that is known is that these matamors are discovered in the strangest places and no one knows whom they belong to. Tops are built over them, and now and then one is found which is lined with cement.

SOME of the members of the Buffalo Board of Trade need a lesson in manners. Not long since, when Capt. De Puy was speaking in the street, on the elevator question, some of the members pelted him from the windows of the building, with grain. They did not hurt the Captain or his cause, but certainly injured that which they thought they were serving.

FRANK WILKESON, in the New York Times, thinks that Duluth is the only city in the Northwest whose future is worth mentioning, outside of Minneapolis and St. Paul. Moreover, he thinks that Duluth will be second only to Chicago in population and importance. He believes that the country west of Duluth that has, as yet, scarcely been touched by the plow, is capable of producing a billion bushels of hard wheat.

A BUCKET SHOP at Toronto, which was closed when the Abbott law went into effect, proposes to evade the law, and claims to have the best legal counsel, that its operators cannot be punished for the evasion. The purpose is to have the office at Buffalo, which of course is outside the jurisdiction of Dominion law. The Toronto end will be simply a private telegraph office, where forms will be provided to send orders to the shop in Buffalo to buy or sell.

AMONG our callers the past month was Mr. J. B. Martin, who for many years has been identified with the Eureka Works of S. Howes at Silver Creek, N. Y. The Eureka Separators are well known to elevator men, and in the big elevators at Duluth the "Eureka" has become famous. Mr. Martin gave us the particulars respecting a large warehouse separator which his firm is building for a trans-Atlantic firm, which is probably one of the largest grain separators ever constructed.

A WRITER who is high authority on mill building says: "Put a corrugated iron roof on your mill. It won't cost much and you won't have to keep a man on the roof with a pail of water putting out the fires that are bound to start." The Cincinnati Corrugating Company have had great success in supplying fire-proof covering for mills of all kinds, their material having proved eminently satisfactory. The company, which is a thoroughly trustworthy and reliable one, will promptly reply to all inquiries. Their address is Cincinnati, Ohio.

SOME of the country papers in Missouri are all "broke up" over the candidacy of Mayor Francis of St. Louis, for the nomination of his party for the Governorship of the state. One paper has gone so far as to obtain a sworn statement that D. R. Francis buys and sells futures. Possibly if he were nominated the people might get a little clearer insight into commercial transactions than most of them have at present. Somehow the rural mind is strangely prejudiced against the very institutions that have made it possible for the farmer to get the most money possible out of his grain.

THE Erie Canal has not done as much business this year as last, for the good and sufficient reason that there has not been so much business to do. Each week of canal navigation this year up to July 1 shows a falling off as compared with last year. Up to July 1 this aggregate loss was 290,405 tons less than up to July 1, 1887. This loss has been almost entirely accounted for by the decreased shipments in wheat and lumber, principally the former. The total tonnage of the canals up to July 1, 1887, was 1,459,982 tons, and up to July 1 this year it was 1,169,557 tons. For the first week of July, however, the shipments this year have increased largely over the corresponding period last year for the first week in July.

This year there has been transported upon the canals 182,333 tons as against 162,128 tons last year, and for the first time during the season have the shipments of wheat and lumber last week exceeded the corresponding week of last year. Never before has property been carried upon the canal so cheaply as during the present season. The average price for carrying wheat from Buffalo to New York last week has been $2\frac{1}{4}$ cents per bushel.

Our esteemed contemporary, the New York Produce Exchange Reporter, points its horns in an ugly way and threatens to throw clear over the fence the intruder who questions the accepted per capita consumption of wheat. We don't like going any better than most people, but we venture the humble opinion that the per capita consumption is not even $4\frac{1}{4}$ bushels. This paper trains with neither chronic bears nor chronic bulls; but in our opinion the per capita consumption is just where the bulls have been missing it for the past four or five years. We will argue the point with the Reporter, if our contemporary is so inclined.

THE New York Produce Exchange Reporter tears its shirt over the McEvoy Elevator Bill. It says: "That such arbitrary interference with personal liberty is contrary to the Constitution seems evident. How the Governor could put his signature to such a foolish and harmful document, in the face of the earnest protest of the members of the Produce Exchange and business men generally, is beyond our comprehension. Two things are certain, namely, that the law must be repealed, and that by allowing such an iniquitous measure to become a law Governor Hill has killed himself, politically, among the business men of New York, Brooklyn and Buffalo."

EXPORTS OF BREADSTUFFS.

The report of the Bureau of Statistics at Washington, issued July 10, for the month of June, 1888, shows a decrease in corn, rye and wheat and an increase in oats as compared with the same month in the previous year. The total value of the breadstuffs exported during June, 1888, was \$7,137,928, against \$17,026,851 for the same month in 1887. The value of the exports for the twelve months ending June 30, 1888, was \$123,298,361, against \$162,427,205 exported in the previous fiscal year.

The exports of corn for the month of June, 1888, were 1,680,940 bushels, against 2,714,060 for the same month in 1887. There were 2,846,467 bushels of wheat exported during the month named this year, compared with 12,148,459 bushels for that month last year. The amount of oats exported for that month in 1888 was 33,005 bushels, against 17,482 bushels in June, 1887. The exports of rye were 14,388 bushels in June, 1888, against 43,216 bushels in June, 1887.

CANALS VERSUS RAILROADS.

The conviction has been gaining ground that canals are maintaining the competition with railroads in the carriage of heavy materials, such as coal and ore, with much better results than it was formerly expected they would be able to do. This is of course a broad statement, subject to many exceptions under locally varying conditions; but if it holds good for a majority of cases, the outlook for the continuance of existing canals and for new ones in the future is promising.

The huge projects for cutting isthmuses and for connecting inland cities with tide-water for ship navigation have naturally attracted public attention to the neglect of what is being done by the smaller canals. Indeed, the actual construction of the latter has not been large, comparatively, during recent years; but the development of their traffic—again broadly speaking—has been surprising. In this country one meets with so many instances where a canal has been entirely supplanted by a railroad, the latter sometimes utilizing the towpath as a road-bed, that the first impression might be that it is simply a question of time when nearly all of the existing canals are doomed to extinction by their more active competitors. But on closer observation it will generally be found that the dead canals were planned and dug before the railroad era, that they were badly located for competition, that the centers of trade have shifted, that they were designed for a general or light goods traffic to which they are not adapted, that the railroad bought the canal as a cheap lo-

cation for the road and closed it to prevent competition, or that there has been some such specific reason to account for their decay which is not applicable in many cases.

Considering only the common canals, and neglecting the large ship canals and irrigation or water-power conduits, it will be seen that, as contrasted with railroads, they are built and operated under certain disadvantages such as the following: They are restricted as to locality by topographical features to a greater degree than railroads; they require a constant and large water supply; sometimes the character of the ground is an economically insuperable obstacle; it is difficult to carry them across rivers or through tunnels; they seldom have branch navigable water connections; they require peculiar trade conditions and permanent terminal connections; they are not so well adapted to other than through traffic; they only carry heavy and cheap freight; they are slow; and their first cost, if well constructed, is necessarily high.

In the case of the Sault Ste. Marie locks, the National Government, too, has its interest; while abroad government ownership and control are the rule. This control secures a comparatively uniform tariff, though we notice that in France the remarkable growth in traffic of certain canals, in comparison with the carrying business of competing railroads, has caused the latter to petition the Chamber of Deputies to restore the reduced canal rates. Such a movement is to be looked for under almost any condition of the carrying trade, as we see in the frequent canal wars at home; but in the case of the French railroad companies the figures for 1887 show that they had abundant cause for alarm. While the canals are only serviceable for a limited class of freight, the heavy, low-priced materials such as ore, coal and grain, they can afford to carry such freight at extremely low rates. They are slow conveyors, but this is not of very great importance with most of their freights.

It must be remembered that while engineering progress in regard to the movement of freight by canals has been slow in comparison with the strides in the direction of canal construction, and still more so in comparison with the railroad practice, there is a wide field open. Steam haulage by cable or rail, and the innumerable designs for self-moving vessels, with increased speed and tonnage, offer interesting problems, as do also improved devices for unloading, for grade planes and locks, for the protection of the banks from wash, and in other details.

To sum up, at the lowest, we can predict a long life to suitably located canals, with a possibly improved future, even if they never outvie railroads in gross importance as carriers.—*Engineering and Mining Journal.*

AN ENGLISH VIEW OF THE SCANDINAVIAN ELEVATOR CO.

In the last Technical issue of *The Miller* mention was made of the newly-formed "Scandinavian Elevator Company," the head offices of which are at present located in Minneapolis. It was briefly explained that this was essentially a Northwestern farmers' company, having been formed mainly with the object of placing the wheat growers of Dakota and Minnesota in more direct communication with the Eastern states of the Union and Europe. It is understood that the shares first issued were freely taken up, but it has since been decided to increase the capital of the company, and with that view the millers of Great Britain have been asked to subscribe this additional scrip. Now, to give any opinion as to the advantages of such an investment, viewed as a mere investment, would be plainly beyond our sphere. On the other hand, Mr. C. C. Wolcott, the secretary of the company, is now in this country, and will doubtless be prepared to afford full information to those who may desire it. Whatever reception may await the invitation to the millers of this country to become shareholders, the end which it is the business of the company to attain will remain none the less desirable. The British miller requires a constant and abundant supply of good hard wheat from the Northwestern fields of the American continent, instead of the insignificant consignments that trickle into this country at irregular intervals. It is said that the British miller is, after all, not doing very badly just now. That may be true enough, but does not prove that he would not fare much better if he could command plenty of this desirable grain. What some of the most eminent members of the milling trade think on this subject may be easily gathered from the series of reports which were published in the February Technical issue of *The Miller* in 1885. Those letters were elicited by a circular which had been sent by us, in company with samples of the hard Fife wheat of Manitoba, all over the United Kingdom. Nearly all our correspondents were of opinion that every miller would find such wheat most valuable. The only question was how to get it.

Unfortunately this is a problem which still demands solution. The Scandinavian Elevator Company propose, in the interest of their clients, the Dakotan and Minnesotan farmers, to place their wheats on our markets on their own merits. They propose to carefully class the wheats by series, and to sell them on sample without reference to what is termed "state grading." To this end a regular chain of elevators will be built, starting from the country districts of Dakota and Minnesota and running across the American continent, so as to guard against the danger of the wheats being mixed in transit. Moreover, at Buffalo, in the state of New York, elevator accommodation would be provided with a capacity of ten to fifty millions of bushels, and from this great depot a perennial flow of supplies would radiate either in the direction of

New York, London or elsewhere. Much importance is attached to the choice of Buffalo as the terminal elevator station, because it is believed that Buffalo will in the future be the grain capital of North America. The most direct route eastward for the produce of the Northwestern wheat fields lies through Duluth and on to Buffalo, and it should be also borne in mind that on an average grain can be shipped from the former to the latter point for above seven months of the year (that is to say from the 10th of May to the 1st of December) at the exceedingly easy rate of $2\frac{1}{2}$ cents the cental or 100 pounds.

Now, Minneapolis lies somewhat out of the direct track, and a glance at the map will show that grain cannot travel from this city to Buffalo via Duluth without going round a corner. That corner means a penalty of 10 cents, or fivepence, on each cental conveyed from Minneapolis to Duluth. This consideration has its importance, because it tends to show that Minneapolis would, in the event of the export of wheat from West to East being put on a sound basis, be left altogether out in the cold. At present there is no regular flow of wheat eastward, as the monopoly now enjoyed by Minneapolis and its allied interests is so worked as to practically keep the Dakotan and Minnesotan crops at home. Although after the harvest (which in those parts begins with August and closes in the middle of September) a small proportion of (chiefly) second quality wheat finds its way east, yet there the exportation usually ceases. When once winter has set in, the millers and elevator men manage to stop the outflow of wheat, and so the ample elevators of Duluth and Minneapolis (the first has storage capacity of 23,000,000 bushels, and the second of 18,000,000 bushels) remain more or less full during the winter. Hence, under the present conditions of the Western grain trade our millers are debarred to a great extent from the use of some of the choicest wheat of the world during the very season when it would be of the greatest value to them.—*The Miller, London, Eng.*

THE CROP REPORTER.

A correspondent who evidently has much dislike for crop reporters, and who certainly has a through contempt for the rules of versification, sends us the following limping, rambling and redundant doggeral:

With eyes wide open and ears extended
He pushed his way through the busy throng,
And proudly stepped on the west-bound train,
Lynx-eyed was he, and in figures strong,
For he was a crop reporter.

And on he sped o'er prairies wide,
While he slept in Pullman's palace car,
And slept and snored through all the ride,
Till the conductor shouted, "Here we are!"
To this crop reporter.

And to the sun-browned farmers
Who met him at the train
He spake in eager accents,
To learn the promise of their grain,
For he was a crop reporter.

"How is it with your labor?
How fares it with your fields?
Not of yourself alone, but tell me of your neighbor.
What is the outlook in your town, and of the promised
yields,
For I am a crop reporter."

And quick they gathered round him,
Those sun-burned sons of toil,
And rehearsed in mournful measure
The well-worn tale of a stubborn soil,
For this verdant crop reporter.

"Oh! woe is surely our unhappy lot,
Of misfortune and toil we've had enough.
Too wet, too dry, too cold, too hot,"
With this and other kindred stuff
They filled the crop reporter.

He drank it in, the poor, sweet thing,
And they filled him to the brim,
And the little job was neatly done,
And they flattered, praised and petted him,
For he was a crop reporter.

And back to the bustling city,
As fast as the train could bear him,
To the leading bulls on the Board of Trade,
With a tale that sure would scare 'em,
There came this crop reporter.

And thus this costly expert spake
To the man who paid his hire,
Who had sent him forth in the blizzard's wake
And in the path of the cyclone dire,
This lynx-eyed crop reporter.

"I have traveled far o'er hill and dale,
Such wreck and ruin has met my sight.
The crops are withered everywhere.
The fields are smitten with a blight."
Thus said the crop reporter.

And he gasped for breath as he shrieked the doom
Of the wild and reckless shorts,
And a deathly pallor spread o'er his truthful face,
And his voice sunk to spasmodic snorts,
And thus collapsed the crop reporter.

And they carried him out into the air.
For they thought he was really ill,
And they laid him down in the country fair,
And there he is lying, lying still,
For he is a crop reporter.

—Chicago Daily Business

THE LAW.

Chattel Mortgages—Future Crops.

A chattel mortgage upon crops to be raised in the future is valid, and attaches to the crops as soon as they come into existence.—*Norris vs. Hix, Iowa Supreme Court.*

Grain Elevator.

A grain elevator standing upon the lands of a railroad company, owned by it, and constituting a part of its real estate, is not taxable as personal property of the corporation, according to the decision of the Supreme Court of Minnesota in the case of the Chicago, Milwaukee & St. Paul Railway Company vs. the Board of County Commissioners of Houston County.

Elevator Account Books.

When the keeper of an elevator and his clerk testified that one or the other of them weighed the wheat taken in at his elevator and set down the correct weight in a "scale book," from which tickets were torn off and given to the farmers, and further correctly transcribed the weight from the stubs into a day-book, the Supreme Court of Texas held (Missouri Pacific Railway Company vs. Johnson), that the day-book was admissible in evidence to prove the amount of the weights, the "scale-book" being lost.

Chattel Mortgage—Fixtures—Personal Property.

The purchaser of a boiler and engine gave the vendor a chattel mortgage thereon, April 4, 1881, maturing July 7, 1881. On May 14, 1881, he bought a lot and set the engine and boiler on the same for use. On July 7, 1881, a new chattel mortgage and note was given, falling due Jan. 7, 1882. The purchaser being indebted to a third person, conveyed the lot on which the engine and boiler were set and in use, who sought to enjoin the taking of the property under the chattel mortgage. The proof failed to show that the removal of the boiler and engine would materially damage the same or the realty. The Supreme Court of Illinois held (Sword vs. Low) that the boiler and engine remained personal property, and were subject to be taken under the chattel mortgage as against the purchaser of the realty.

Consignments—Bills of Lading, With Drafts.

W., a produce dealer, at Batavia, N. Y., had for several years been in the habit of sending his property to Ege & Otis, commission merchants of New York City, to be sold by them. He consigned the produce and sent to them the original bill of lading; but he took from the railroad company a duplicate bill of lading, to which he attached a draft as against it, and had this draft discounted at a bank in Batavia. The drafts were often drawn without any particular regard to the value of the property described in the bills attached to them. This was the general course of business pursued by all of the parties, consignors, consignees and bank, and was acquiesced in. Between Sept. 29, 1879, and Feb. 18, 1880, W. made 145 consignments and drew 145 drafts; the first 135 drafts amounted to \$53,725, were accepted and paid and the entire consignment yielded but \$52,665.52. The last ten drafts were not honored, though the duplicate bills of lading were attached to them, and the bank brought an action of conversion for the value of the property represented by the bills of lading, as the consignees had appropriated it to their own use in payment of the overdrafts of the consignee. The bank contended that the consignees had no right to apply the proceeds of the sales of the property sent on those ten bills of lading to the payment of liabilities incurred through the acceptance of previous drafts. Plaintiff had judgment in this case—First National Bank of Batavia vs. Ege—for the value of the property, and the defendants appealed to the Court of Appeals of New York, where the judgment was affirmed. The chief justice, Ruger, in the opinion, said: "We think that the contention of the plaintiff is the correct view of the question before us. The practice of carriers in issuing duplicate bills of lading to consignors for property shipped for sale has been much disapproved of by the courts, for the reason that it affords a convenient opportunity for the commission of frauds by consignors, as well as subjecting the carrier to the hazard of making incorrect delivery of the property. No question, however, arises in this case over conflicting claims between holders of respective bills of lading, as there can be no claim that defendants acquired title to the property consigned by virtue of the receipt of any bills by them. The possession of these bills gave defendants no title to the property described therein, but simply conferred the right upon them to receive it from the carrier, and hold it subject to an accounting with the consignor when sold, or to the owner when he should appear. By taking a transfer of a bill of lading from the consignor, and discounting a draft upon the faith thereof, the plaintiff acquired title to the property described therein, to the extent of the draft discounted, paramount to the claims of any other party. This would clearly be so unless such party had in good faith parted with value in reliance upon the possession of the property lawfully acquired. When a consignee of property to sell accepts drafts upon the faith of the con-

signment, he acquires the right to sell the property, and apply its proceeds in payment of such drafts; but if such proceeds are insufficient for such purpose, he must rely upon the responsibility alone of the drawer to repay any deficiency. By the mere receipt of any subsequent shipment he acquires no lien thereon to the prejudice of those who have advanced money upon them, and taken transfer of bills of lading to secure such advances."

THE LONDON CORN EXCHANGE.

Various causes have in recent years combined to render the once lucrative business of the London Corn Exchange less profitable. The depressed condition of agriculture, the development of provincial corn exchanges, and the increase in port rates, have all had an adverse effect upon the London trade. And this effect has been intensified by the heavy railway rates charged for the transport of produce throughout England.

Consignments of corn from abroad are now in a great measure sent to such important ports as Hull, Bristol and Liverpool, and the exchanges of those towns supply the surrounding country.

Through the medium of the Severn, for instance, Bristol and Gloucester send cereals to Avonmouth and a great part of the West of England.

There is still, however, a great volume of business transacted in the London Corn Exchange, and on Mondays, when the market is being held, the building in Mark Lane is well worth a visit. The old Corn Exchange, as it is called, is in reality a much more recent structure than the adjoining building, known as the new Corn Exchange. The present old Corn Exchange was completed in 1881, and was especially designed to meet the requirements of the trade. It is a well-lighted building, having a lofty roof, supported by semi-circular iron girders, which rise from handsome granite columns. There is sufficient space between the columns and the walls of the building for a double row of stands or stalls.

On these stands, of which there are no fewer than 150, are exhibited samples of all kinds of grain and other produce intended for sale. One hundred pounds per annum is the sum paid by dealers for the stalls. The bulk of the grain is stored in the principal docks and granaries in the port of London. The samples are placed on the stalls in small bags.

Dealers and intending buyers are continually going round the stalls, taking up handfuls of grain from the bags to test its quality by weight, touch and taste, as well as by its appearance, and so proficient are experienced corn dealers in judging grain that even blindfolded they are able to form a correct estimate of its value. By merely putting their hands into a sample bag they can tell its weight within a quarter of a pound a bushel.

In the center of the building is a handsome four-sided wooden clock tower, and surrounding this are more stalls, displaying samples of grain and produce. Near the clock, and towering above the heads of the crowd, stands the celebrated inspector of the Corn Exchange, at least six feet five inches in height. He wears a gold-rimmed cap and uniform well calculated to display his fine proportions to advantage.

The Corn Exchange being open to all comers, there is always the possibility of a disturbance arising among the motley crowd assembled there. The stalwart appearance of the inspector, however, has a very beneficial influence in inspiring a leaning toward good behavior in the minds of the visitors. The members of the Corn Exchange are justly proud of their inspector, who is, indeed, one of the best known and most respected characters in the city.

The various assortment of persons who have business at the Corn Exchange forms not the least interesting feature of the place on a market day. There are stalwart farmers who have grain to sell and wish to know the course of the market; there are millers who have come either to buy grain or to sell flour; there are sea captains and wharfingers who come to inform merchants of the arrival of cargoes, and to take instructions as to their disposal; and there are Greek merchants and speculators who come to deal in "options" and make bargains in imaginary grain for future delivery.

Speculation on the London Corn Exchange is very limited in extent, and London operators never attempt anything like the gigantic "corners" which are sometimes organized in Chicago, and often with disastrous results. To "corner" the grain supply of the world would, to most minds, seem an impossible undertaking, and perhaps the very wildness of the scheme has commended it to certain rash American speculators. Fortunately for the community at large, their efforts have always ended in failure. So great is the amount of wheat produced in Russia, Australia, India and America that no syndicate of millionaires has yet been found strong enough to take a sufficient proportion of it off the market to make an appreciable difference in the price.

A considerable amount of speculative business for future delivery is done, however, between London and Chicago.

"What do you make of the market?" asks a speculator of a merchant.

"Sixpence easier; no buyers about."

"Good. I've just sold 5,000 bushels in Chicago for May delivery."

"I think you are wrong," says the merchant. "We shall have an improvement yet."

"No; they have a great quantity of grain stored in Chicago, and they are trying to keep up the price. It is sure to come down sooner or later."

Among the regular visitors to the London Corn Exchange are agriculturists and dealers from far-away places,

such as Hull, Norfolk, Cambridge, Liverpool and the Western counties.

There is still living a dealer who, in the old stage-coach days, used to come up from Peterborough twice a week, leaving home at eight o'clock in the evening, so as to be in time for the market in the morning.

Wheat and oats are the principal commodities dealt in on the Corn Exchange. The price of wheat now varies from 27 shillings to 35 shillings a quarter, according to quality. The price has for many years been on the decline. In the first year of this century it was sold at £8 a quarter, and at the time of Waterloo the price was over £5. Every available acre of land in the country was put into cultivation. Even now, on the north country moors, may be seen furrow marks that were made when the growth of corn was such a profitable undertaking.

The repeal of the Corn Laws, of course, brought down the price, which had another great rise during the Crimean war.

The highest price reached, within living recollection, was £8 a quarter during the potato famine of 1847.

The cost of transport from abroad is now so insignificant, and English railroad rates are so high, that wheat grown on the American prairies, 4,000 miles away, can be sold in London at a less price than that produced in many parts of this country.

Flour is also to a great extent imported, and as a consequence the milling industry in this country is on the decline. Twenty thousand sacks are sent into London from the provinces, and 40,000 sacks from America. Some of the London mills are only working half time, and one of the results of this is that English bran, which cannot be equaled abroad as a food for horses, is most difficult to obtain, and can be easily sold on the Corn Exchange at a price not much below that of inferior wheat.

The various kinds of produce dealt in on the old Corn Exchange include split peas, beans, oil seeds, oil cake, maize, rye, barley and oats, besides wheat and flour.

The seed market is in the new Corn Exchange, an adjoining building, which dates from 1827. It is built in the Grecian and Doric styles, and contains over eighty stands. On the north side is a tavern, the doors of which communicate with the Exchange.

The general characteristics of the new Corn Exchange are similar to those of the adjoining market. There is the same varied assemblage of agriculturists, ship brokers, lightermen, and the rest; and there is the same display of bags and bowls of golden grain and other produce. The seed market is at the extreme end of the building, the stalls displaying every shade of color, from the light chrome of canary to the deep purple hues of clover.

There is, however, this difference between the old Corn Exchange and the new, that whereas in the old Exchange the merchants do exclusively a wholesale business, the retail dealers are supplied in the new. The building is less commodious than the old Exchange, and the crowd of visitors on a market day has considerable difficulty in passing around the stalls.

The secretary of the Corn Exchange is empowered to make a charge of £5 5s. per annum to persons who habitually frequent the place for business purposes. The corn trade is a great source of revenue to the corporation of the city of London, which, by virtue of an act of Parliament passed in 1872, receives three-sixteenths of a penny per hundredweight on all grain and flour brought into London. This charge was granted to the corporation for thirty years from 1872, and yields from £15,000 to £16,000 per annum. With the funds thus derived the city has acquired Epping Forest, Burnham Beeches, and other rural playgrounds for the benefit of the people. The right to make this tax on corn was conferred in compensation for the abolition of certain ancient privileges, by which the measuring and portage of all grain brought into the city were undertaken by the corporation at a great profit.

As a rule, corn factors give their customers one month's open credit, although a great deal of business is transacted for immediate cash payment. Purchasers who have any objections to make in respect to the quantity or quality of the goods delivered must state them before eleven o'clock on the following market day, or else abide by their loss.

This custom has opened the door to a system of fraud that is sometimes taken advantage of by unscrupulous dealers. If there is a fall in the market, they inform their vendors that the goods they have bought are not up to sample, and repudiate the transaction, buying cheaper elsewhere.

Persons have been known to make large profits by buying heavily and selling again if the price rises, while if it falls they declare the grain is of inferior quality and refuse to pay for it.

It appears, moreover, that according to the usages of the Corn Exchange the sellers have no means of enforcing the bargain under such circumstances. The flour market was formerly held in the Old Jack's Coffee House, which stood on the site of the entrance of the old Corn Exchange. Before the introduction of railways, millers used to travel over night to London, and take their breakfast at the coffee house, at the same time transacting their business in flour. A spacious hall, called the Flour Market, has now been substituted for the old coffee house, and entrance to it is gained by a flight of steps near the door of the Corn Exchange.

There is a new subscription room at the east side of the old Exchange, where subscribers are provided with accommodation for reading and writing. Refreshments are also served in this room, which forms an agreeable refuge for those merchants who wish to enjoy a few minutes' relaxation after all the din and turmoil of the public mart—*Cassel's Saturday Journal.*

WATERWAYS

Wheat is being carried to Liverpool at 16½ cents per hundred pounds.

A breakage in the Erie Canal at Adams' Basin, N. Y., a few days ago, will entail a loss of many thousands of dollars.

The "Wm. Wells" which has been on the Erie Canal for twenty-two years, is said to be the oldest steam canal-boat afloat.

The largest cargo of oats (151,000 bushels) ever reported on the lakes, was consigned at Chicago for Buffalo at the rate of about 1½ cents per bushel.

As grain rates by lake are again at the bottom, being 1½ cents on corn and 1¼ cents on oats to Buffalo, vessel agents at Chicago are preparing to send their boats to the ore regions.

The Delaware and Chesapeake Free Ship Canal bill has been practically laid over until the next session of Congress. A facetious exchange remarks that the bill will probably get a respectful hearing about the beginning of the twentieth century.

At a meeting of the Winnipeg, Man., Board of Trade, held July 3, a motion was passed requesting the Dominion Government to make the appointment of a flour inspector for the city. At the same meeting a new Board of Grain Examiners for the year was elected.

The "Frontier" elevator of Buffalo, N. Y., claims the ribbon for a one-leg house. It elevated the "City of Rome" with an oats cargo of 125,000 bushels in just twelve hours. They also loaded two canalboats, 8,400 bushels of corn each, in sixty-five minutes.

Duluth has broken the record. One day recently the steamer Montana Eagle made fast to the dock there, adjusted six receiving spouts, took on 52,000 bushels of wheat and was off with her load in forty-nine minutes. This is claimed to be the fastest time on record.

Upon the forwarders' complaint of their being handicapped by the delay entailed by the closing of the canals on Sunday, it has been decided to have all the St. Lawrence canals, including the Welland, open from nine in the evening until eight in the morning upon that day.

Lake transportation is a growing factor in the railroad situation, as it has been reduced faster than transportation by rail. A dozen years ago the largest lake vessels carried but 12,000 bushels of grain and were run at about the same expense as the present boats which carry from 80,000 to 100,000 bushels.

Expressions of approval in support of the Nicaragua Canal have lately been heard at a meeting at Liverpool of the associated merchants of that and other shipping ports in England. Such expressions of English approval are timely, and while conceding the practicability of the scheme mean increased revenues for the canal by and by; altogether its prospects for the future are bright and encouraging.

The statistics of the St. Mary's Falls Canal for the month of June show a gratifying increase in traffic over the corresponding month in 1887. It was anticipated that the completion of two railroads at that point during the past winter, would decrease the amount of tonnage passing through the canal. This report, however, shows that for the first time in the history of the canal the freight tonnage exceeded one million tons, and was 69,394 tons greater than in the month of June last year.

Boatmen who are posted are expecting quite an opening at the western connection of the Hoosac Tunnel route because of a proposed new opening of the old Erie Canal. The new elevation at Rotterdam Junction, west of Schenectady, is to be finished in a few days, when it is thought that boats will get a good trade there for the New England states, which have heretofore received their grain by all rail routes. It is promised further that there will soon be return freights from that port in such eastern products as marble, granite, etc.

The practicability of navigating the Hudson Bay and Strait has lately excited much attention on both sides of the Atlantic. It has been estimated that the result of this undertaking would be a clear gain to the farmers and producers of the Northwest of 5s. upon every quarter of grain exported. The ice has always been a formidable obstacle to this undertaking, but recent investigation has shown that up to December the ice does not form in the strait, and in all probability the future will solve this problem of a Northwest channel.

There has been a very appreciable decrease in New York canal shipments this season as compared with previous years. Up to July 1 the aggregate loss was 290,405 tons as compared with the same time last year. This loss has been almost entirely accounted for by the decreased shipments in wheat and lumber. For the first week of July, however, the shipments this year have increased largely over the corresponding period last year. There have been 182,333 tons transported upon the canals this season, as compared with 162,128 tons last season.

The average price for carrying wheat from Buffalo to New York City for the first week of July was 2¼ cents per bushel.

One of the best commands of the Emperor Nero was the order to survey the course now taken by the canal through the Isthmus of Corinth in Greece; but it was left to this day and age for its practicability to be proven. To-day Greece has a waterway equal to the Suez Canal in width and depth, passing through solid rock, to be lighted by electricity, to cost seven million dollars, and requiring several years yet for completion. It will save vessels from Trieste or Brindisi to Athens or Constantinople about two hundred miles, and those from Gibraltar about seventy-five miles, thus carrying out a plan cherished by many of the ancients.

Thomas Stevens in an interesting article in the New York Sun says: "Imagine Illinois and Indiana ramified in all directions by canals, the principal ones aggregating thousands of miles in length, and varying in width from forty to 300 feet. Branching off from these, other thousands of miles, with a volume of water equal to that of the Erie Canal; from these again, yet other branches, and still others, smaller and more numerous, until there would not be an acre of ground without its ditch. Imagine every mile of the larger mains, and every mile of the smaller ones, converted into splendid water avenues by tropic trees, and you can gain some idea of the present canal system of India."

Two new competing lines of transportation are promised in the future. A Toronto firm proposes to start a line of steamers to run between Chicago and Liverpool, via the St. Lawrence and the lakes; and the Panama and Nicaragua canals, when completed, will give a water route less than twice as long, and probably as cheap, admitting of the passage of large vessels all the year around, with pleasant weather and smooth seas as a rule. While the other, though the shorter route, will restrict trade to small vessels, and impede rapid transit by numerous locks, with the success of the southern route, California may in the future market her wheat as cheaply and as early as the Western states.

One of the most worthy projects now before Congress in the line of internal improvements, says the Burlington Hawkeye, is the Illinois ship canal to connect the Great Lakes with the Mississippi River. Great interest was awakened in this project during the late war for the Union, when the vital importance of it as a military measure, as well as its commercial advantages, was recognized by the Government and by the people. It ought not to require another war to open the eyes of the American people to the military importance of the canal to the entire Union. It is not a matter of local defense, but of the masterful handling of an inland navy, the strategic movement of gunboats on the lakes and on the Mississippi River and its tributaries. We need not descant upon the advantages of such a means of quickly transferring or concentrating the war vessels of our inland waters. The highest military and naval officers are sufficient authority upon that point. But it is believed that the canal will have great commercial advantages. In this respect it also is not local. The immediate country bordering the canal will derive no greater benefits, if, as great, as New York, Philadelphia and other Eastern cities, and the Eastern states generally. If it is worth anything at all it is worth something to the whole country, and as such ought to have the support of the whole country. The fact that it does not bring any direct local advantages to Burlington, or Des Moines county, or to Southern Iowa, or Western Illinois, is no reason why this section of the country should antagonize or be indifferent to an improvement national in its beneficence, and at least indirectly, and probably in more ways than one, directly advantageous to all the Western states.

UNWISE ECONOMY.

First Canaller—Have you bought a horse yet?

Second Canaller—Yes.

First Canaller—How much did you pay for him?

Second Canaller—Five dollars.

First Canaller—Why not pay \$7 and get a good one.—*Kingston Freeman.*

A direct trade between the River Platte and Scotland seems likely to become well established, says *Bell's Weekly Messenger*. A cargo consisting of 11,000 quarters of wheat and linseed was recently shipped from that place to Aberdeen.

The wheat crop of Spain during the years included between January, 1877, and January, 1884, with the exception of one year, averaged 119,000,000 bushels. This was sufficient to give a surplus for export. From the latter date until this year there has been a gradual falling off, the crop for 1887 being but 95,705,500 bushels. It had been expected earlier in the season that this year's crop would be at least equal to that of 1887, but recent crop reports tell of unfavorable weather and other circumstances that will militate against a yield, even so small as that of the preceding year. As significant of the situation in Spain a letter was received by the President of the Chicago Board from Betanzas, on the west coast of Spain, asking for prices of wheat delivered at Corunna, the seaport of Betanzas. This inquiry from a source that has always been looked upon as the last in the world, almost, to apply for American wheat, was regarded as a hopeful sign of the future by those who heard of it.

Press Comment.

THE CANAL AGITATION IN ENGLAND.

The people of this country will do well to note the agitation that is going on in England in favor of inland waterways. This agitation is caused by the greediness of the railway corporations, which make their freight tariffs so high that manufacturers away from the seacoast have little hopes of competition. This is having the effect to drive manufacturers to the seacoast, or to other countries. The plain moral of this, as applied to this country, is, preserve all means of inland communication by water.—*American Machinist.*

A CANADIAN OPINION.

Possibly the slackness in grain shipments from Montreal may induce some who have hitherto set their faces against Unrestricted Reciprocity with the United States, to reconsider their views. If vessels for want of grain are compelled to leave this port in ballast because all the grain is going to American ports it may occur to some who favor the Chinese wall policy that circumstances alter cases. It is very nice for the sugar barons and—with a margin—for the cotton lords, but if for their sakes American grain is to be shut out of Canadian shipping ports the policy may not appear as rose colored as it used to be.—*Montreal Herald.*

THE STATE AND THE ELEVATORS.

If the state has a constitutional power to regulate elevator charges—of which there is a little doubt, and which the courts can determine—there is no reason why the attorney-general should not take immediate steps to enforce the law. The courts are open to the elevator men. The nullification of the McEvoy law by the means employed at present is no more proper than it would have been for the New York Central Road, when its fares were reduced to two cents a mile, to continue to collect its former fares by charging passengers for "storage" in riding on the trains. Indeed it is less proper. A better parallel would be in the case of a bridge, whose tolls were restricted by law to a certain sum, which proceeded to collect additional money by charging pedestrians extra tolls on the ground of "storage" in transit.

Mr. Tabor can't proceed to quickly too whip these insolent elevator men into observing the McEvoy law in spirit as well as letter. Their present position is outrageous and an insult to the lawful authorities, as well as a menace to the commercial interests of the state.—*Albany Express.*

A MANITOBA GRIEVANCE.

Manitoba millers and grain handlers have a new and more grievous grievance against the Canadian Pacific Railway. A late report from Winnipeg announces that that piratical corporation is cutting freight rates in favor of the Minneapolis millers to such an extent that Minnesota flour can be imported into Canada, pay a duty of 25 cents on every hundred pounds, and still be sold in Montreal at prices below those of the Manitoba millers. It is also stated that a Toronto syndicate last fall bought a large quantity of wheat in Manitoba and got special freight rates from the Canadian Pacific, pretending that the grain was for export to Europe. Now this grain is being sold in the province of Ontario, and the syndicate has a large advantage over other dealers who had to pay full freight rates. Our Canadian neighbors will probably learn at some future time that a piratical, subsidized, avaricious and irresponsible government leech like the Canadian Pacific is not an unmixed blessing. They have boasted that this British political railroad would injure American private enterprises, but they are likely to be hurt most by their own weapon. When interference with American trade has passed a certain point, it will be an easy matter to cut off the foreign pirate from participation in American traffic, but the Canucks cannot so easily get rid of the rope which they have tied around their own necks.—*The Milling World.*

SCANDINAVIAN ELEVATOR COMPANY.

We are glad to learn that there seems some prospect of our millers being placed, at no very distant date, in direct contact with the farmers who raise the superb hard wheats of Dakota and Minnesota. As our readers are aware, a company has already been formed in the United States, under the title of the Scandinavian Elevator Company, with the object of providing means for bringing these magnificent wheats within reach of British, and for the matter of that, eastern United States and Canadian millers. At present the great emporiums of Northwestern wheat are Minneapolis and Duluth, both inland points, in which grain lies during the five winter months practically land-locked, on account of the costly railway carriage to the Eastern seaboard. The Scandinavian Elevator Company propose to erect elevator accommodation at Buffalo for ten to fifteen million bushels of wheat, and as during the seven months of inland lake navigation grain can be carried from Duluth to Buffalo for 2½ cents the cental (100 lbs.), there ought to be no difficulty in getting the elevators or grain warehouses of Buffalo filled while the lakes are open. Then the winter would cease to have any terrors either for the Dakotan farmer or the European miller, as Buffalo lies within immediate touch of the seaboard, and its grain stocks might be readily shipped to London, Liverpool, Glasgow, or any other desirable British port. The conversion of Buffalo into a great granary,

such as its natural position seems to justify, is the pivot, so to speak, of the Scandinavian Elevator Company's scheme, and it would appear that many leading millers throughout the United Kingdom are of opinion that the idea is both feasible and practical.—*The Miller, London England.*

DOCTORED WHEAT FROM ELEVATORS.

Millers who buy Western wheat are sometimes deceived by doctored grain, especially in the season of poor harvests. We have seen the work of running sprouted wheat through smelters mixing white and better varieties of wheat, etc., which raises the appearance of the wheat very much in the car, while looking bright and attractive in color. The grade and price is raised by deception, for while the weighing standard is improved by the loss of dirt, the milling value is decreased, and the grain will heat sooner than if it had not been smutted. If this course is pursued on any grain that has never been wet in harvesting, it is a fair transaction, for the foul stuff taken out by the smutter is no disadvantage to the wheat, but on wet sprouted wheat, it is an unfair imposition on the miller.—*Millers' Review.*

DECLINE IN IMPORTS OF INDIA WHEAT IN GREAT BRITAIN.

India has no longer the commanding position in the wheat trade which her "monopoly," it might be called, of a currency depreciating in value gave her. Russia has entered the lists against her, and, thanks to the much greater fall in the exchange value of her paper currency, is now outstripping her. In the first four months of the year the value of Russian wheat imported into the United Kingdom has been 270 per cent. more than it was for the same period a year ago. At the same time, the value of our wheat imports from India had declined 76 per cent. Much of this extraordinary turn in the wheat trade is no doubt due to the excellence of last year's Russian harvest, but that merely provided the commodity. It is the fall in the value of the rouble which makes it possible for Russia to beat India this year in British grain markets. A new complication is thus introduced into the financial affairs of our Indian Empire, and it may have most serious consequences. Should the rupee be pressed down at too great speed, as seems likely, the Indian Government can only hope to escape a most trying period of financial straits by shifting some of its load on other shoulders. The competition of Russia might in course of years go so far as to reduce the Indian Government to the necessity of paying its obligations in silver, from sheer inability to realize enough surplus produce abroad to be able to meet its drafts in gold.—*London Standard.*

THE CHANCE FOR ERROR.

The possibility of large error in crop estimates is strongly indicated by a comparison of figures made on the two previous wheat crops of the United States. Mr. Dodge makes that of last year to be only about 1,000,000 bushels less than the one next preceding it, while the movement indicates a difference of no less than 49,000,000 bushels. In other words there is a discrepancy of about one-seventh part of the entire crop as estimated. And if such a wide leeway of uncertainty of results be possible in the case of the wheat crop, that for the other cereals named must be even a wider one, on account of the greater difficulty of keeping track of them. It is not intended here to intimate that the statistician is at fault. It is an open question, on which people in the grain trade are divided, as to whether or not he is doing the best he can with the many guesses and few precise statements of fact that are at his command. But it is desirable that the great mass of the citizens who are interested in the magnitude of the crops, and the many who trade more or less on these estimates, should be able to rate them at something like their true value. They should be regarded as rude approximations at the best, and none the less likely to be wrong to the extent of 10 or 15 per cent. because they are not materially altered in subsequent reports. For anything that is now absolutely known, the wheat crop of last year may have been nearly 50,000,000 bushels more or less than the quantity stated in the latest report concerning it, and that of this year may be 50,000,000 less or several millions greater than the one of 1887.—*Chicago Tribune.*

DEALING IN FUTURES.

The Millers' National Association very properly refused to indorse the Hatch Bill, pending in Congress for the suppression of option dealing, and referred the matter to the Executive Committee for action. That millers suffer from manipulation of the markets by speculators, no one will deny. It is questionable, however, whether legislative meddling in such matters would not end in abuses quite as detrimental to business as present practices are demoralizing. No rational man objects to sales for future delivery when the actual transfer of the property is contemplated. It is only those transactions where a settlement is made by the payment of the difference in price, that can properly be classified as gambling. Just how to draw the line between legitimate and illegitimate trading is where the difficulty would occur in drawing a legislative enactment. It would necessarily be either so loosely drawn as to be easily evaded, or else be so stringent as to frequently make legitimate dealing a technical infraction of the law. Even as matters are now, for their own protection brokers expressly state in all memoranda of deals for customers that it is mutually understood that all sales are for actual delivery.

With many millers trading in futures is a sort of an in-

surance which they gladly avail themselves of. They are, in fact, obliged to deal on the Board in order to protect their legitimate business. Any such bill as that framed by Mr. Hatch or Enloe would be a hardship to a large class of millers. In fact, almost any bill would either put shackles on business or else be so easy of evasion as to be productive of no good. The future statesman, as we have said before, will not try to stop gambling operations by drag net legislation. He will proceed on the assumption that a man has a perfect right to buy what he cannot pay for; but that no man has a right to sell what he does not possess. The only legislation that will ever prove effective must be in that line; and we say here, that bad as corners are, the short sellers, the men who sell the crops of the country over and over again before they are harvested, are a greater element of demoralization than the "bulls." A good many millers think a bear market is a friendly market, but the experience of the past four years ought to undeceive them.—*American Miller.*

DEFEATED AT LAST.

The grain elevator ring has at last received its just dues, and in consequence the ports of the Empire state will have increased business and greater prosperity. There can be no doubt about the constitutionality of the McEvoy Elevator Bill, which has just become law, notwithstanding the fact that the elevator men claim it is not. The state has unquestionably the power to regulate the charges of corporation created by itself, and there is at least one decision of the United States Supreme Court to the effect that elevators are proper subjects for similar regulation, even when they are the property of private individuals.

By the provisions of the McEvoy bill the rate for handling the grain as above is $\frac{5}{8}$ of a cent per bushel, the steamship and canalboats being required to pay only the actual cost of shoveling the grain to the leg of the elevator when unloading and trimming cargo when loading. A fine of \$250 or more and costs is imposed for violating the act.

For eighteen years a vigorous fight has been made against the elevator interests which have held canal terminal charges at Buffalo and this port at a rate so exorbitant as to cripple the commerce of the canal. Hitherto vessels at Buffalo have paid \$5.75 per thousand bushels for transfer while their Canadian competitors paid but \$2 at Sarnia and Collingwood.

The passage of this elevator bill makes happy 20,000 canalboat men of the state and 10,000 tugboat men at this port, Buffalo, Albany and Troy.—*New York Marine Journal.*

THE NEW YORK ELEVATOR LAW.

With a view of seeing if there were any truth in the talk to the effect that the export movement of grain would be driven from New York to Boston, a *Bulletin* representative called upon several of the leading grain merchants. It is the general opinion that one or two results will occur at this port. Either the elevators here will be obliged to come down in price to $\frac{1}{4}$ c a bushel, or there will be a discrimination against Boston of that amount, providing the law works in New York. For over a year now the elevator men all along the coast and great lakes have kept to the uniform price of $1\frac{1}{4}$ c a bushel, as they agreed to. Now the state of New York steps in and makes the rate just one-half of this sum. The threat to stop the elevators is considered by the Boston trade as unlikely to be carried out. In the first place all the elevators of the railroad companies, except one, are in Jersey City, and are therefore out of the pale of the law. The floating elevators are literally boats, and can hail from New Jersey as well as New York. Even were they all under the New York law, the tariff of five-eighths of a cent would not cause the "utter ruin" ranted about by some of the elevator men who have been interviewed. They have run at that before, and no financial panic was the result. Thus New York City is not likely to suffer. Buffalo will feel the law much more. The elevator men there, however, make themselves whole by taking no wheat unless for storage. By charging the full price for storage, however short the time it lays there, they will make up the deficiency, and the grain will all go to New York unless Boston comes down to meet the reduced price.—*Boston Commercial Bulletin.*

SUPPRESSION OF GRAIN GAMBLING.

The best means for suppressing gambling in stocks and merchandise is a subject which has for some time engaged the attention of legislators in Canada. They have arrived at the conclusion that legislation directed in specific terms against the acts complained of, and bringing them by express legislative interpretation within the provisions of the laws against gambling, is necessary. In pursuance of this plan the Canadian legislature has lately passed an act declaring it a misdemeanor, punishable by imprisonment and fine, to make a contract for the sale or purchase of stock in any company or undertaking in Canada or elsewhere, or of merchandise, with the intent to make profit by the rise and fall in price, and without the intention of acquiring such stock or merchandise or of giving or receiving delivery of the same. The act further makes it a misdemeanor to habitually frequent any office or place where such contracts are made, signed or negotiated, and declares persons keeping or maintaining such places keepers of common gaming houses, and the tablet and blackboards used in recording prices and fluctuations therein gaming implements within the meaning of the law against gambling. The great difficulty about legislation of this kind, good as it may be in intention, is the danger of in-

jury to the interests of legitimate trade. The act referred to contains one provision which is open to serious criticism from this point of view, as well as from the standpoint of the liberty of the individual. This is a provision imposing upon the person charged with violating the act the burden of proving *bona fide* intention in the making of contracts. The provision reversing the settled rule of criminal jurisprudence fixes the character of guilt upon transactions until they are proven innocent. Its dangerous character will be perceived when regard is had to the confusion which still widely prevails regarding the distinction between "bucket shop," gambling and legitimate purchases and sales for future delivery.—*Bradstreet's.*

A BULL OF BASHAN.

The so-called authorities on the question of breadstuffs, whose narrow, shallow minds have become so thoroughly saturated with the theory that the price of wheat in this country is exorbitant, have, in their blind bigotry and anxiety to belittle the value of domestic products, given utterance to a lot of senseless rubbish. How foolish and short sighted these cranks are, is demonstrated by the palpable misstatement of facts they resort to in their vain endeavor to hoodwink the public into believing their puerile chatter. They have the assurance to say, for example, that the quantity of old wheat back in farmers' hands is larger than held at this period in recent years. Everyone who knows anything about it is well aware that there is comparatively little old wheat held back. In fact, it is generally admitted by almost every member of the trade, that the supply of old winter wheat is exceptionally small; this is substantially proven by the great scarcity of this description in all the chief winter wheat markets. St. Louis for instance has a stock of only 187,000 bushels, and yet prices there and at near-by interior points are relatively higher than here. At this juncture it is worthy of note that over three-quarters of the visible supply is held in the six principal spring wheat markets, that is if we include New York, the other five being Buffalo, Chicago, Milwaukee, Duluth and Minneapolis. The total spring wheat held at these points exceeds 19,000,000 bushels out of a visible supply of 23,500,000 bushels. The prejudice of these alleged statisticians is further displayed when they attempt to depreciate the price of wheat by the feeble and wholly unjustified presumption that *perhaps* the consumption is considerably lighter than it formerly was, or, as they put it, "if the per capita consumption be only $4\frac{1}{4}$ or $4\frac{1}{2}$ bushels annually."—*N. Y. Produce Exchange Reporter.*

CORN STATISTICS.

The *Stockholder* has compiled statistics showing the production, exportation, and consumption of corn in this country for eighteen years, ending in 1887-8. This cereal bears such an important relation to the industries of the whole country that these figures would be at any time interesting, but they are particularly important now when the backwardness of the season for the present corn crop has caused anxiety as to the proportions the harvest this year may yield. The following is the table furnishing comparisons of crops by years:

Year Ending	Production bushels.	Total Exp'ts Corn and Meal, bushels.	Per cent. Exp'ted.
June 30.			
1869-70.....	874,320,000	2,140,487	.24
1870-71.....	1,094,255,000	19,673,553	.98
1871-72.....	991,898,000	35,727,000	3.60
1872-73.....	1,092,719,000	40,154,374	3.67
1873-74.....	982,274,000	35,985,894	3.86
1874-75.....	840,148,500	30,025,026	3.53
1875-76.....	1,321,069,000	59,910,532	3.85
1876-77.....	1,283,827,000	72,052,611	5.60
1877-78.....	1,342,558,000	87,192,110	6.43
1878-79.....	1,388,218,750	87,884,892	6.33
1879-80.....	1,547,091,790	99,572,329	6.46
1880-81.....	1,717,434,543	93,048,147	5.41
1881-82.....	1,194,916,000	44,340,673	3.77
1882-83.....	1,617,025,100	41,655,653	2.50
1883-84.....	1,551,066,835	30,912,713	1.94
1884-85.....	1,795,528,422	52,876,456	2.89
1885-86.....	1,936,106,000	64,829,617	3.34
1886-87.....	1,665,441,000	41,368,584	2.48
1887-88.....	1,456,161,000	.....	.....

One notable fact furnished by these figures is the smallness of the exports during all the years mentioned, compared with production, but particularly during the last six or seven years.

The experiments in substituting locomotives for horses along the Shropshire Canal, England, have been a fair success. The rails were laid eighteen inches apart, and the engine drew eight loaded boats at the rate of four miles an hour.

Charles L. Hutchinson, the President of the Chicago Board of Trade, makes a most satisfactory presiding officer. He has brought about a number of desirable changes, among them being the abolishing of the "reading of the minutes of the last meeting," whenever a meeting of the directors is held. As a substitute he ordered the minutes of the previous meeting printed on slips of paper, and these were sent to each director a day or two prior to the meeting. Then, if no objections were made, the minutes stood approved. Even this excellent plan has been improved on by the appointing of a special committee to meet and carefully look over the report, make any necessary alterations, then submit it to the body of directors at their meeting. If there are no objections made, the committee's work is accepted.

CROP PROSPECTS IN IOWA.

Secretary Shaffer of the Iowa State Agricultural Society, in his crop report for the present year, states that there were 436,000 acres less of wheat sown than in 1887, and that the acreage of both spring and winter wheat aggregated 2,101,000, with the outlook for a total yield of 27,313,000 bushels. There was an increase in the area planted to corn of 7 per cent. over last year, and a crop of 272,895,000 bushels is confidently expected. There will probably be a yield of 2,000,000 bushels of rye and 45,000,000 bushels of barley, both of these crops falling short of 1887. There was an increase in the acreage of oats of 11½ per cent. over the past year, and the estimated yield is 67,829,150 bushels.

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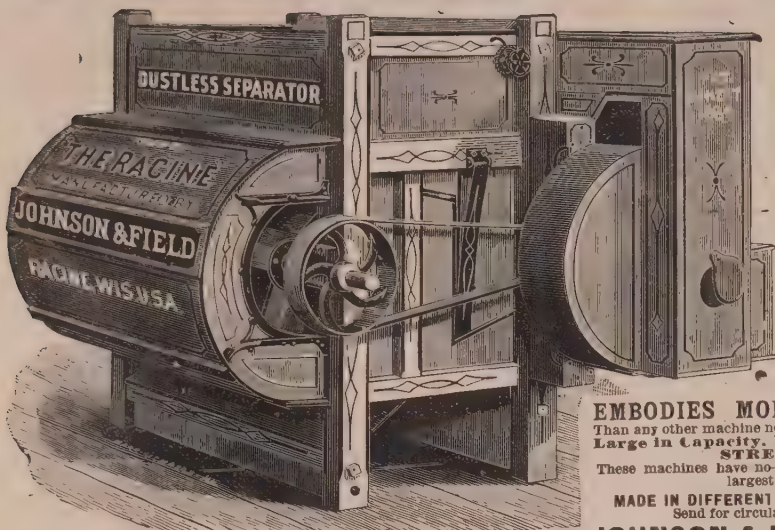
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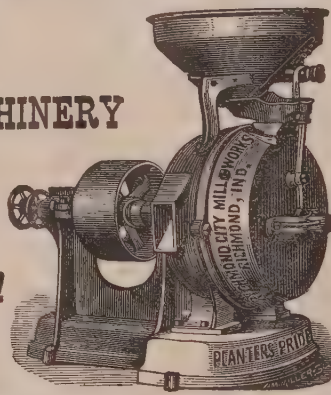
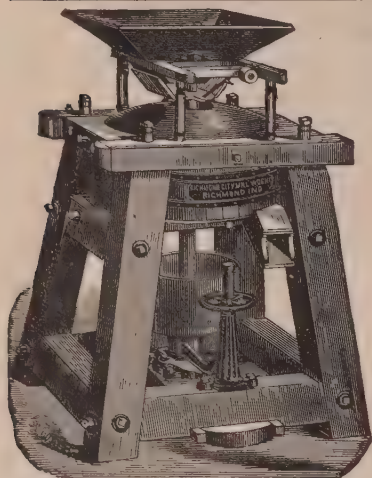
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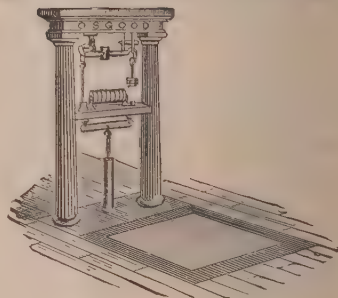
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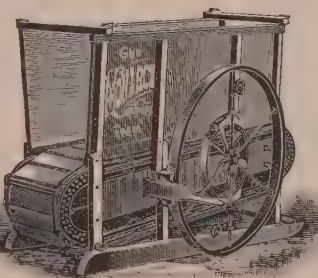
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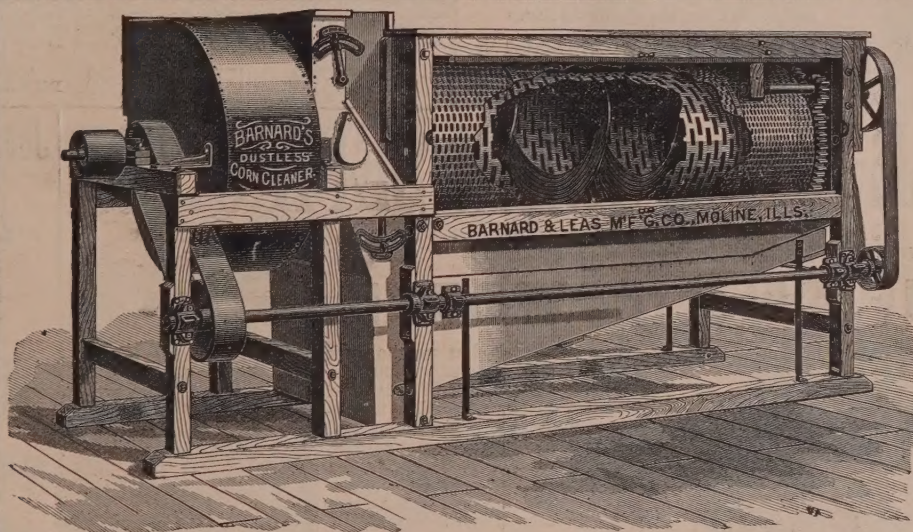
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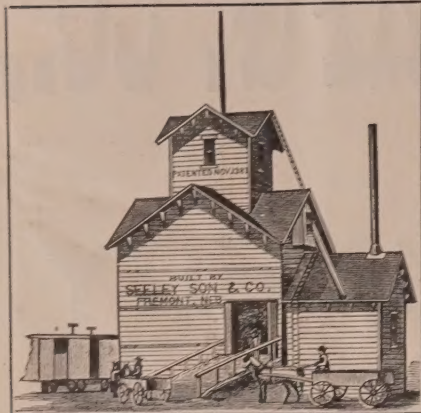
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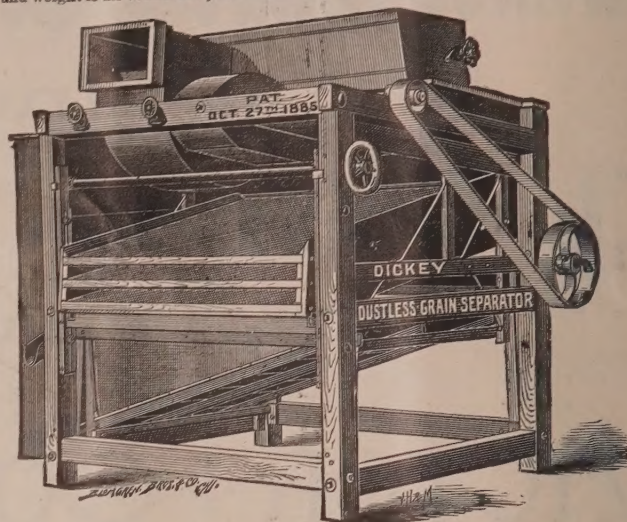
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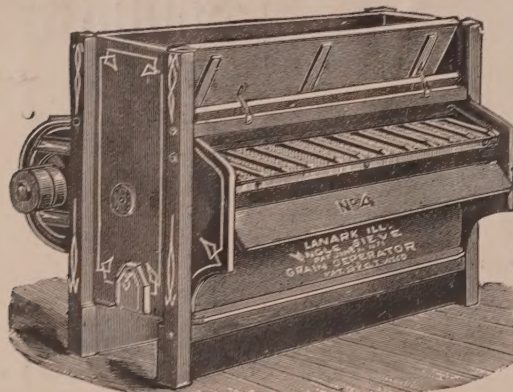
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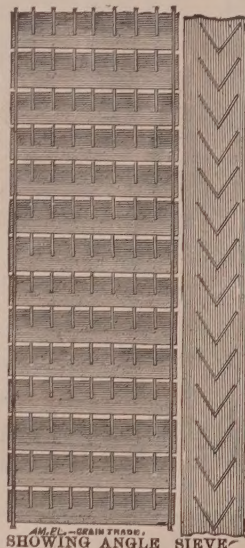


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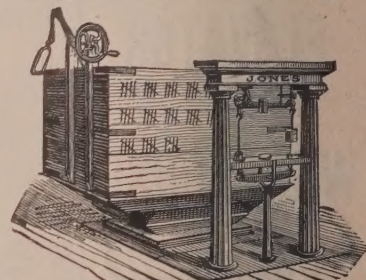
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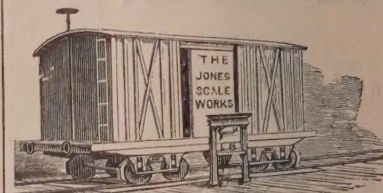


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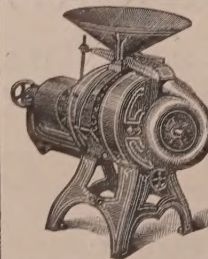
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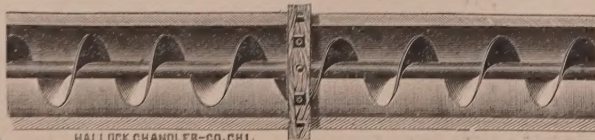
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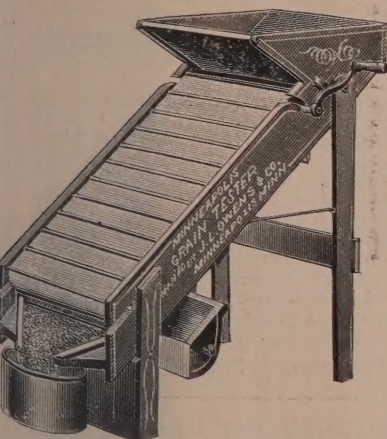
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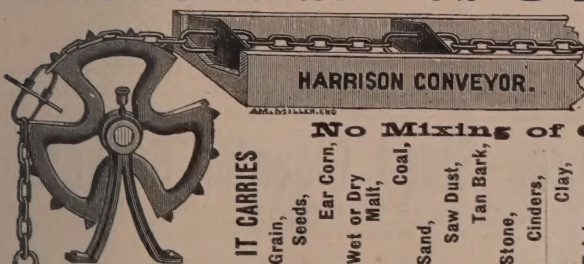
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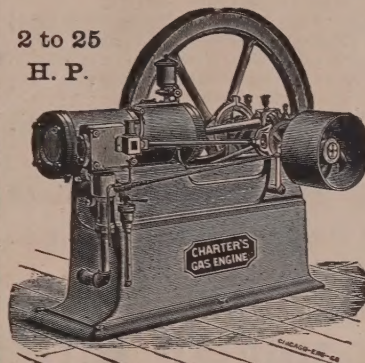
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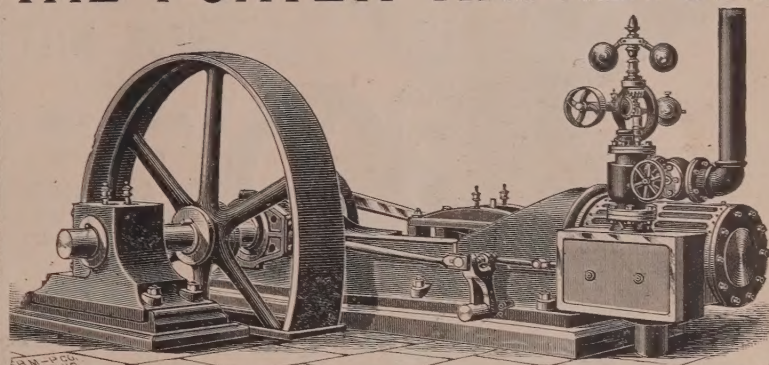
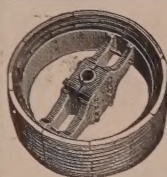
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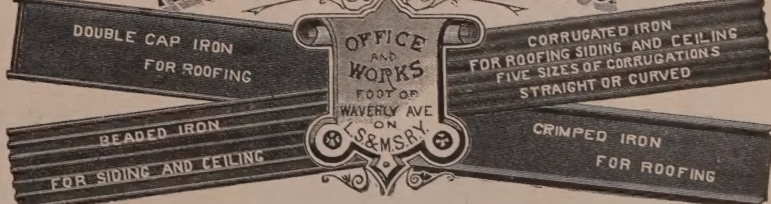
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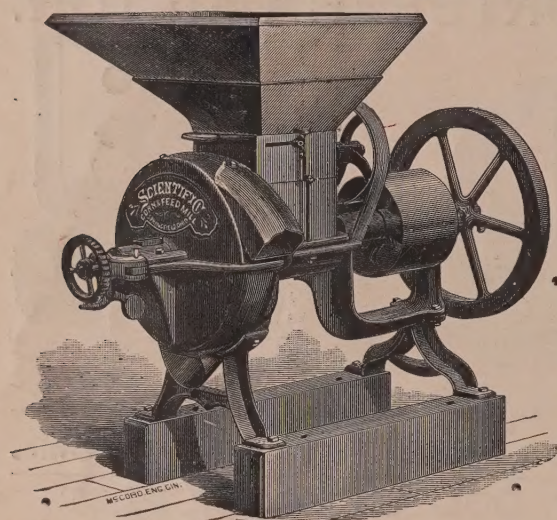
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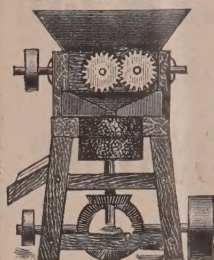
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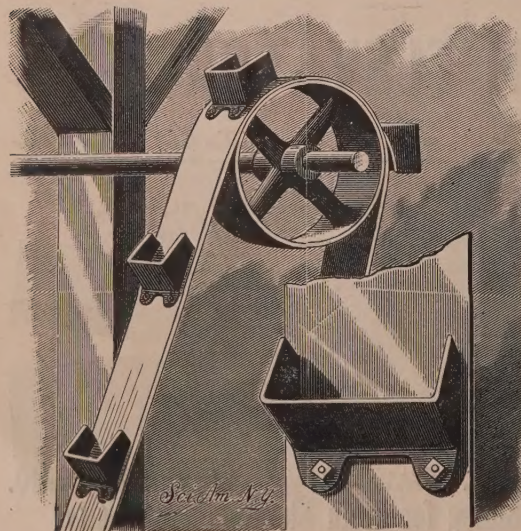


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S. S. BRACKETT.

Greenland, N. H., September 9, 1885.

During the past two years I have had the three-sided Elevator Bucket, patented by Joseph A. Holmes, in constant use, for elevating oyster shells, bones, corn, cracked corn, meal and shorts, and not one of them has ever been broken or displaced in any way. They always empty freely, without carrying any of the contents around the second time, can be run on perpendicular belt at any speed, are cheap and durable. I have used several other kinds of buckets, but find these superior in every way to any of them.

FRANK HOLMES, Union Mills,

No. Berwick, Me., July 31, 1885.

I have tested your Elevator Buckets and cannot find any fault with their working. As I have not had any experience with other buckets, I could not say whether they are superior to others or not, but my miller thinks they are the best he has ever used.
Yours truly,

N. C. KNIGHT.